BODY

TABLE OF CONTENTS

PAINT

TABLE OF CONTENTS

DESCRIPTION AND OPERATION

PAINT CODE

Exterior vehicle body colors are identified on the Body Code plate. The plate is located on the cab back panel. Refer to the Introduction section for body code plate decoding. The paint code is also identified on the Vehicle Safety Certification Label. The label is located on the drivers door shut face.

The color names provided in the Aftermarket Repair Product charts are the color names used on most repair product containers.

BASE COAT/CLEAR COAT FINISH

DESCRIPTION

The original equipment finish is a multi-step process that involves cleaning, electrodeposition (e-coat), base coat, and clear coat steps. Additionally, selected areas of the vehicle may be coated with an anti-chip finish.

OPERATION

On most vehicles a two-part paint application (base coat/clear coat) is used. Color paint that is applied to primer is called base coat. The clear coat protects the base coat from ultraviolet light and provides a durable high-gloss finish.

CAUTION: Do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.

Do not use harsh alkaline based cleaning solvents on painted surfaces. Damage to finish or color can result.

FINESSE SANDING, BUFFING, AND POLISHING

Minor acid etching, orange peel, or surface scratches in clear coat or single-stage finishes can be reduced with light finesse sanding, buffing, and polishing. **If the finish has been finesse sanded in the past, it cannot be repeated. Finesse sanding operation should be performed by a trained automotive paint technician.**

CAUTION: Do not remove clear coat finish more than.5 mils, if equipped (Use a paint thickness gauge to verify paint thickness). Base coat paint must retain clear coat for durability.

DESCRIPTION AND OPERATION (Continued)

PAINTED SURFACE TOUCH-UP

DESCRIPTION

When a painted metal surface has been scratched or chipped, it should be touched-up as soon as possible to avoid corrosion. For best results, use Mopar® Scratch Filler/Primer, Touch-Up Paints and Clear Top Coat. Refer to Introduction group of this manual for Body Code Plate information.

WARNING: USE A OSHA APPROVED BREATHING FILTER WHEN SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

OPERATION

(1) Scrape loose paint and corrosion from inside scratch or chip.

(2) Clean affected area with Mopar® Tar/Road Oil Remover, and allow to dry.

(3) Fill the inside of the scratch or chip with a coat of filler/primer. Do not overlap primer onto good surface finish. The applicator brush should be wet enough to puddle-fill the defect without running. Do not stroke brush applicator on body surface. Allow the filler/primer to dry hard.

(4) Cover the filler/primer with color touch-up paint. Do not overlap touch-up color onto the original color coat around the scratch or chip. Butt the new color to the original color, if possible. Do not stroke applicator brush on body surface. Allow touch-up paint to dry hard.

(5) On vehicles without clear coat, the touch-up color can be lightly finesse sanded (1500 grit) and polished with rubbing compound.

(6) On vehicles with clear coat, apply clear top coat to touch-up paint with the same technique as described in Step 4. Allow clear top coat to dry hard. If desired, Step 5 can be performed on clear top coat.

WARNING: AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL – BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL – BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

AFTERMARKET REPAIR PRODUCTS

EXTERIOR PAINT CODES AND SUPPLIER STOCK NUMBERS

COLOR NAME	CHRY. CODE*	PPG	DuPONT	S-W** M-S**	AKZO NOBEL SIKKENS	SPIES HECKER	ICI**
Metallic Red Clear Coat	LRF	4447	B9230	45860	CHA92:LRF	99739	1AJ7B
Flame Red Pearl Coat	PR4	4679	B9326	46916	CHA93:PR4	30116	RNN6B
Light Driftwood Satin Glow	MFA	4569	B9263	46579	CHA92:MFA	71201	2NN5B
Bright Sliver Metallic	WSB	N/A	B9883	57270	CHA99:WSB	74610	MCK3B
Forest Green Pearl Coat	SG8	5065	B9609	51062	CHA95:SG8	61633	7MR8B
Solar Yellow Clear Coat	VYH	5513	B9845	56092	CHA99:VYH	22546	KDG7B
Deep Amethyst Pearl Coat	TCU	5247	B9751	52565	CHA97:TCU	54754	FNE3B
Intense Blue Pearl Coat	VB3	5357	B9822	54468	CHA98:VB3	55321	HMR9B
Black Clear Coat	DX8	9700	99	34858 90-5950	CHA85:DX8	73328	TC60B
Bright White Clear Coat	GW7	4037	B8833	37298	CHA88:GW7	11751	TA45B

DESCRIPTION AND OPERATION (Continued)

INTERIOR PAINT CODES AND SUPPLIER STOCK NUMBERS

INTERIOR COLOR	CHRY CODE	PPG	DuPONT	S-W** M-S**	AKZO NOBEL SIKKENS	SPIES HECKER	ICI**
Agate	AZ	9856 2–1461	C9208	45994	CHALAZI	75016	7WC8
Mist Gray	C3	35799 2–1576	C9507	50508	CHARC3I	74339	7WB2
Camel	K9	28589 2–1647	N/A	55935	CHAVK9I	81849	KGC6

NOTE: *Herberts Standox and BASF use the Chrysler paint code as listed on the Body Code Plate and the Vehicle Safety Certification label. ** S-W = Sherwin-Williams, M-S = Martin Senour, ICI = ICI Autocolor.

STATIONARY GLASS

TABLE OF CONTENTS

DESCRIPTION AND OPERATION

STATIONARY GLASS

DESCRIPTION

Windshields are made of two pieces of glass with a plastic inner layer. Windshields and selected stationary glass are structural members of the vehicle. The windshield glass is bonded to the windshield frame with urethane adhesive.

OPERATION

Windshields and other stationary glass protect the occupants from the effects of the elements. Windshields are also used to retain some airbags in position during deployment. Urethane bonded glass is difficult to salvage during removal. The urethane bonding is difficult to cut or clean from any surface. Before removing the glass, check the availability of replacement components.

SERVICE PROCEDURES

WINDSHIELD SAFETY PRECAUTIONS

WARNING: DO NOT OPERATE THE VEHICLE WITHIN 24 HOURS OF WINDSHIELD INSTALLATION. IT TAKES AT LEAST 24 HOURS FOR URETHANE ADHESIVE TO CURE. IF IT IS NOT CURED, THE WINDSHIELD MAY NOT PERFORM PROPERLY IN AN ACCIDENT.

URETHANE ADHESIVES ARE APPLIED AS A SYSTEM. USE GLASS CLEANER, GLASS PREP SOLVENT, GLASS PRIMER, PVC (VINYL) PRIMER AND PINCH WELD (FENCE) PRIMER PROVIDED BY THE ADHESIVE MANUFACTURER. IF NOT, STRUCTURAL INTEGRITY COULD BE COMPROMISED.

DAIMLERCHRYSLER DOES NOT RECOMMEND GLASS ADHESIVE BY BRAND. TECHNICIANS SHOULD REVIEW PRODUCT LABELS AND TECHNICAL DATA SHEETS, AND USE ONLY ADHESIVES THAT THEIR MANUFACTURES WARRANT WILL RESTORE A VEHICLE TO THE REQUIREMENTS OF FMVSS 212. TECHNICIANS SHOULD ALSO INSURE THAT PRIMERS AND CLEANERS ARE COMPATIBLE WITH THE PARTICULAR ADHESIVE USED.

BE SURE TO REFER TO THE URETHANE MANUFACTURER'S DIRECTIONS FOR CURING TIME SPECIFICATIONS, AND DO NOT USE ADHESIVE AFTER ITS EXPIRATION DATE.

VAPORS THAT ARE EMITTED FROM THE URETHANE ADHESIVE OR PRIMER COULD CAUSE PERSONAL INJURY. USE THEM IN A WELL-VENTILATED AREA.

SKIN CONTACT WITH URETHANE ADHESIVE SHOULD BE AVOIDED. PERSONAL INJURY MAY RESULT.

ALWAYS WEAR EYE AND HAND PROTECTION WHEN WORKING WITH GLASS.

CAUTION: Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

Be careful not to damage painted surfaces when removing moldings or cutting urethane around windshield.

REMOVAL AND INSTALLATION

WINDSHIELD

REMOVAL

(1) Remove rear view mirror.
(2) Remove wipers and cowl grille.
(3) With doors open, remove the weatherstrip from the side windshield moldings.
(4) Remove the screws attaching the side windshield molding to the A-pillars (Fig. 1).
(5) Cut urethane bonding from around windshield using a suitable sharp cold knife (Fig. 2).
(6) Using a long knife, cut urethane bonding from inside the cab at the base of the windshield.

REMOVAL AND INSTALLATION (Continued)

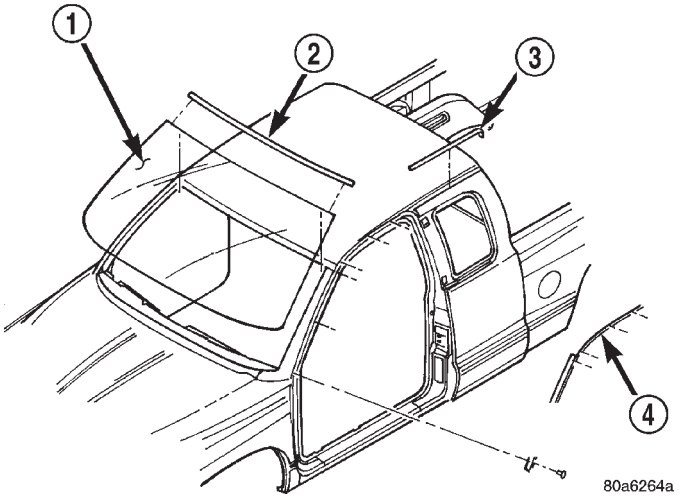


Fig. 1 Windshield Moldings

1 – WINDSHIELD
2 – WINDSHIELD MOLDING
3 – ROOF JOINT MOLDING
4 – WINDSHIELD MOLDING

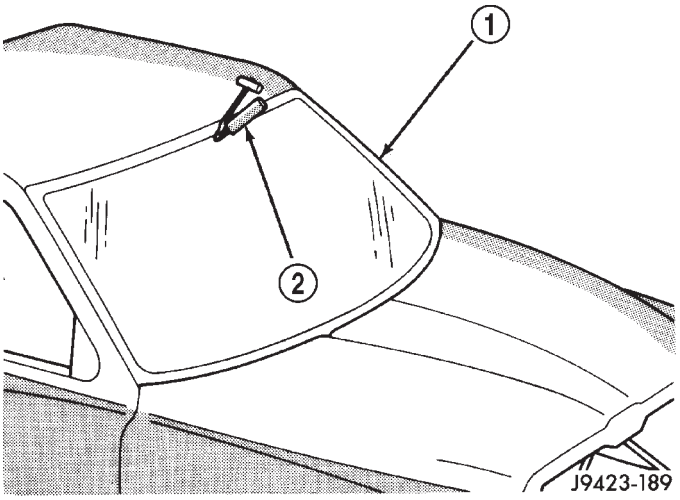


Fig. 2 Cut Urethane Around Windshield

1 – WINDSHIELD
2 – COLD KNIFE

INSTALLATION

WARNING: Allow the urethane at least 24 hours to cure before returning the vehicle to use.

CAUTION: Roll down the left and right front door glass and open the rear glass slider (if available) before installing windshield to avoid pressurizing the passenger compartment if a door is slammed before urethane is cured. Water leaks can result.

The windshield fence should be cleaned of most of its old urethane bonding material. A small amount of old urethane, approximately 1-2 mm in height, should remain on the fence. Do not grind off or completely remove all old urethane from the fence, the paint finish and bonding strength will be adversely affected. Support spacers located on the cowl at the bottom of the windshield opening (Fig. 3) should be replaced with new parts. Replace any missing or damaged spacers around the perimeter of the windshield opening.

(1) Place replacement windshield into windshield opening and position glass in the center of the opening against the support spacers. Mark the glass at the support spacers with a grease pencil or pieces of masking tape and ink pen to use as a reference for installation. Remove replacement windshield from windshield opening (Fig. 4).

(2) Position the windshield inside up on a suitable work surface with two padded, wood 10 cm by 10 cm by 50 cm (4 in. by 4 in. by 20 in.) blocks, placed parallel 75 cm (2.5 ft.) apart (Fig. 5).

(3) Clean inside of windshield with MOPAR Glass Cleaner and lint-free cloth.

(4) Apply clear glass primer 25 mm (1 in.) wide around perimeter of windshield and wipe with a new clean and dry lint- free cloth.

(5) Apply the header molding to the windshield.

(6) Apply pinchweld primer 15 mm (.75 in.) wide around the windshield fence. Allow at least three minutes drying time.

(7) Apply a 13mm (1/2 in.) high and 10mm (3/8 in.) wide bead of urethane around the perimeter of windshield. At the bottom, apply the bead 7 mm (1/4 in.) inboard from the glass edge. On the three sides where the molding is on the glass, follow the edge of molding. The urethane bead should be shaped in a triangular cross-section, this can be achieved by notching the tip of the applicator (Fig. 6).

(8) With the aid of a helper, position the windshield over the windshield opening. Align the reference marks at the bottom of the windshield to the support spacers.

(9) Slowly lower windshield glass to the fence opening guiding the lower corners into proper position. Beginning at the bottom and continuing to the top, push glass onto fence along the A-Pillars. Push windshield inward to the fence at the bottom corners.

(10) Clean excess urethane from exterior with MOPAR Super Clean or equivalent.

(11) Apply 150 mm (6 in.) lengths of 50 mm (2 in.) masking tape spaced 250 mm (10 in.) apart to hold molding in place until urethane cures.

(12) Install **new** screws attaching the side windshield moldings to the A-pillars.

(13) Install the weatherstrip onto side windshield moldings.

(14) Install cowl grille and wipers.

REMOVAL AND INSTALLATION (Continued)

(15) Install rear view mirror.

(16) After urethane has cured, remove tape strips and water test windshield to verify repair.

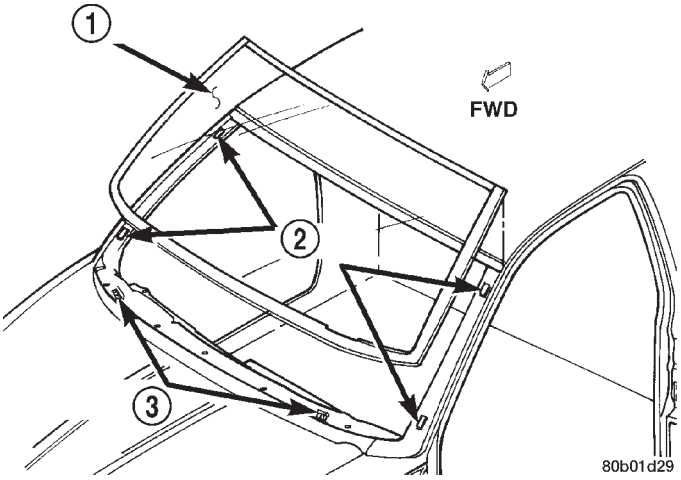


Fig. 3 Support Spacers

1 – WINDSHIELD
2 – SPACERS
3 – SUPPORTS

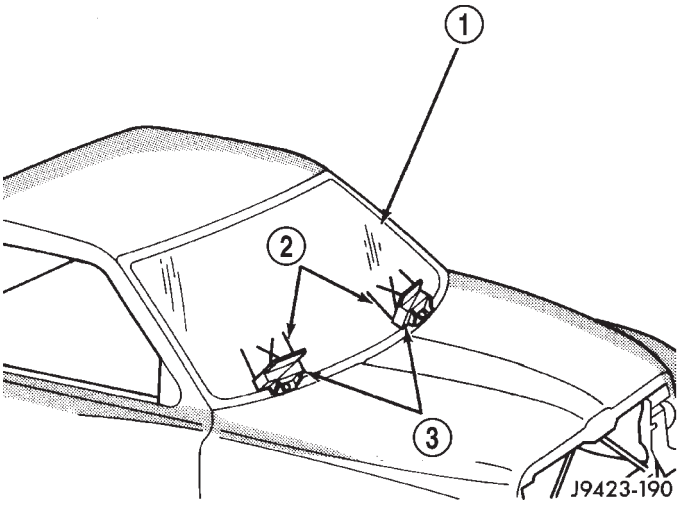


Fig. 4 Center Windshield and Mark at Support Spacers

1 – WINDSHIELD
2 – INDEX MARKS
3 – SUPPORT SPACERS

BACKLITE

Review Safety Precautions and Warnings paragraph at the front of this section before removing glass.

REMOVAL

(1) Remove B-pillar/quarter trim panels.

(2) Remove cab back panel trim.

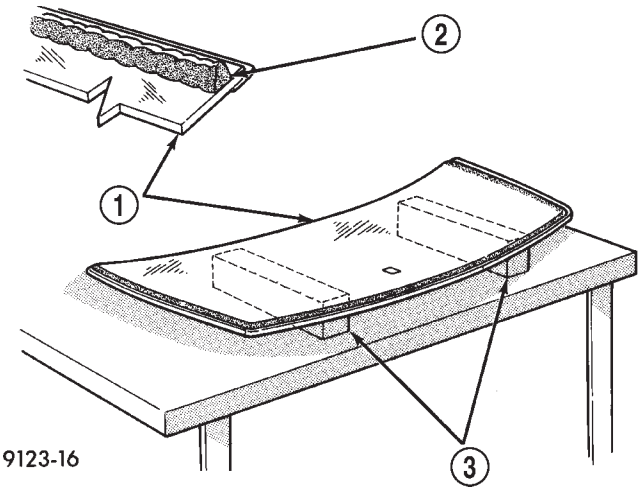


Fig. 5 Work Surface Set up and Molding Installation

1 – WINDSHIELD AND MOULDINGS
2 – URETHANE BEAD AROUND GLASS 7mm (.3 in.) FROM EDGE
3 – BLOCKS

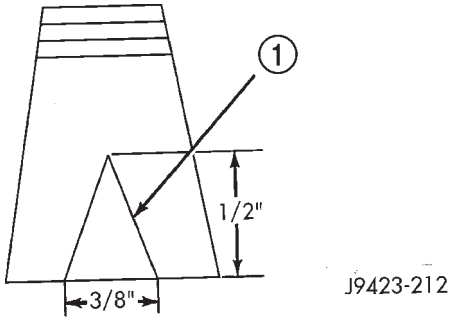


Fig. 6 Applicator Tip

1 – APPLICATOR TIP

(3) Bend backlite retaining tabs (Fig. 7) inward against glass.

(4) Using a long knife from inside the vehicle, cut urethane holding backlite frame to opening fence.

(5) Separate glass from vehicle.

INSTALLATION—SLIDING BACKLITE

(1) Trim urethane adhesive from around rear glass opening fence leaving 1–2 mm of urethane on fence.

(2) Apply RIM primer 25 mm (1 in.) wide to the mating surface of the backlite encapsulation.

(3) Apply Gurit-Essex® Betawipe 4000 25 mm (1 in.) wide to the mating surface of the backlite encapsulation.

(4) Apply blackout primer 25 mm (1 in.) wide to the mating surface of the backlite encapsulation.

(5) Apply pinchweld primer 25 mm (1 in.) wide to the backlite opening fence.

REMOVAL AND INSTALLATION (Continued)

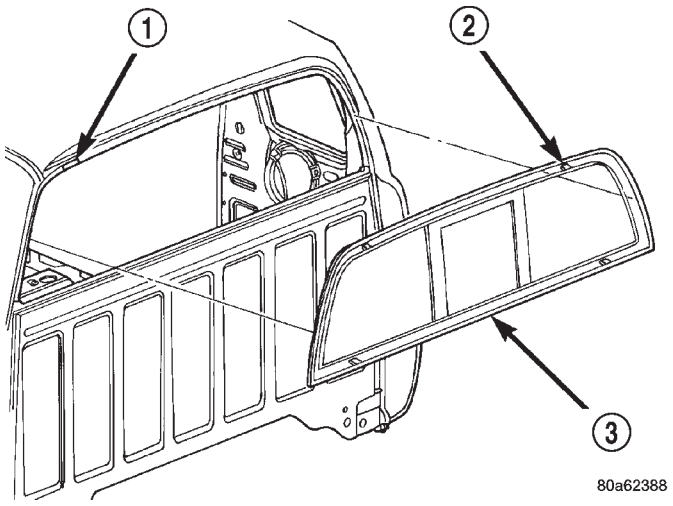


Fig. 7 Backlite

1 – URETHANE
2 – TAB
3 – BACKLITE

(6) Apply a 10 mm (0.4 in.) bead of urethane around perimeter of backlite along the inside of the encapsulation.

(7) Position backlite into backlite opening using alignment pins in lower corners.

(8) Firmly push glass against rear window glass opening fence.

(9) Bend tabs around edges of backlite opening fence to retain glass.

(10) Clean excess urethane from exterior with Mopar, Super Clean or equivalent.

(11) Install interior trim.

INSTALLATION—FIXED BACKLITE

(1) Trim urethane adhesive from around rear glass opening fence leaving 1–2 mm of urethane on fence.

(2) Apply PVC primer 25 mm (1 in.) wide to the mating surface of the backlite encapsulation.

(3) Apply blackout primer 25 mm (1 in.) wide to the mating surface of the backlite encapsulation.

(4) Apply pinchweld primer 25 mm (1 in.) wide to the backlite opening fence.

(5) Apply a 10 mm (0.4 in.) bead of urethane around perimeter of backlite along the inside of the encapsulation.

(6) Position backlite into backlite opening using alignment pins in lower corners.

(7) Firmly push glass against rear window glass opening fence.

(8) Bend tabs around edges of backlite opening fence to retain glass.

(9) Clean excess urethane from exterior with Mopar, Super Clean or equivalent.

(10) Install interior trim.

SEATS

TABLE OF CONTENTS

DESCRIPTION AND OPERATION

SEAT SYSTEMS

DESCRIPTION

Seat modules are made up of a seat frame, seat cushion, seat back cushion, a covering material, and the electrical components used for power operation, if equipped. Some seat systems also contain seat belt components and supplemental restraint systems.

OPERATION

Seat assemblies transport the occupants in comfort and safety. Seat assemblies also help position occupants correctly in the event of airbag deployment. Seat cushions, coverings, and electrical components are serviceable. Refer to the appropriate group in this manual.

REMOVAL AND INSTALLATION

BENCH SEAT

REMOVAL

(1) Move seat to full forward position.
(2) Remove bolts attaching seat track to floor pan.
(3) Move seat to full rearward position.
(4) Remove bolts attaching seat track to floor pan (Fig. 1).
(5) Tilt setback forward and lift seat out through door.

NOTE: Do not activate seat track adjusters once bolts are removed.

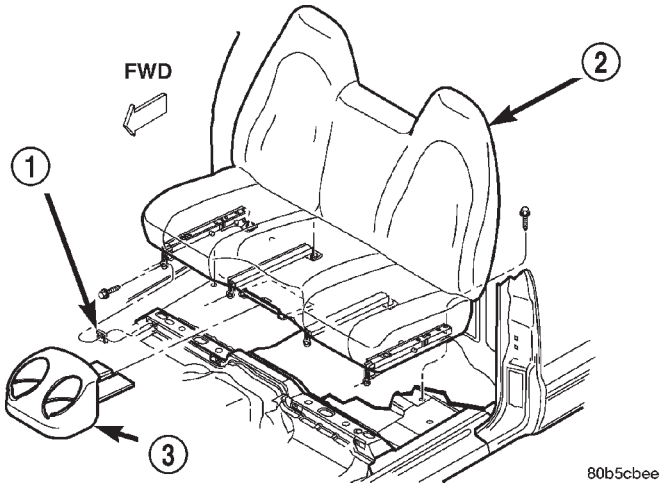


Fig. 1 Bench Seat

1 – U-NUT
2 – BENCH SEAT
3 – CUP HOLDER

INSTALLATION

(1) Position seat in vehicle.

NOTE: Ensure each seat track is equally positioned in the full rearward position.

(2) Install the front bolts attaching seat track to floor pan. Tighten bolts to 28 N·m (20 ft. lbs.) torque.
(3) Move seat to full forward position.
(4) Install rear bolts attaching seat track to floor pan. Tighten bolts to 40 N·m (30 ft. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

BENCH SEAT TRACK

REMOVAL

(1) Remove seat from vehicle.
(2) Adjust the tracks as necessary to remove the bolts attaching the seat tracks to the cushion frame (Fig. 2).
(3) Remove the push nut from the seat adjuster lever.
(4) Separate the seat track from the frame.

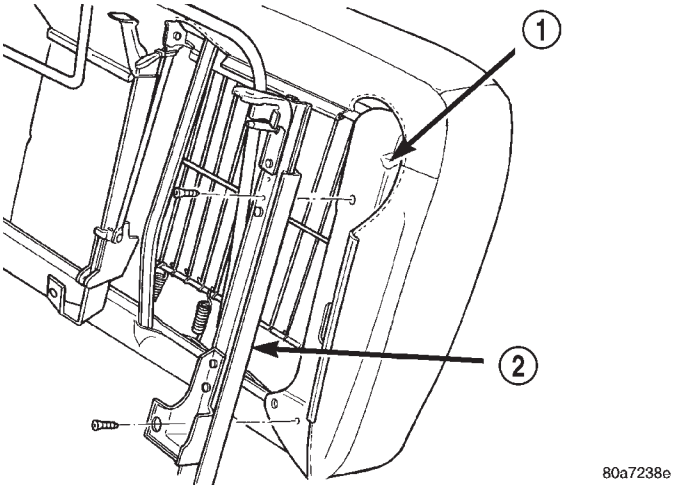


Fig. 2 Seat Track

1 – SEAT CUSHION FRAME
2 – SEAT TRACK

INSTALLATION

(1) Position the seat track on the frame.
(2) Install the push nut on the seat adjuster lever.
(3) Install the bolts attaching the seat tracks to the cushion frame. Tighten bolts to 24 N·m (17 ft. lbs.) torque.
(4) Install the seat.

BENCH SEAT BACK

REMOVAL

(1) Move seat to full forward position.
(2) Disengage outer, lower J-strap at base of seat back.
(3) Disengage hook and loop fastener on rear of seat back cover (Fig. 3).
(4) Peel back lower corners of seat back cover to expose hinge bolts (Fig. 4).
(5) Remove the bolts attaching the hinge bracket to the seat back frame.
(6) Remove seat back from vehicle.

INSTALLATION

(1) Position seat back in the vehicle.

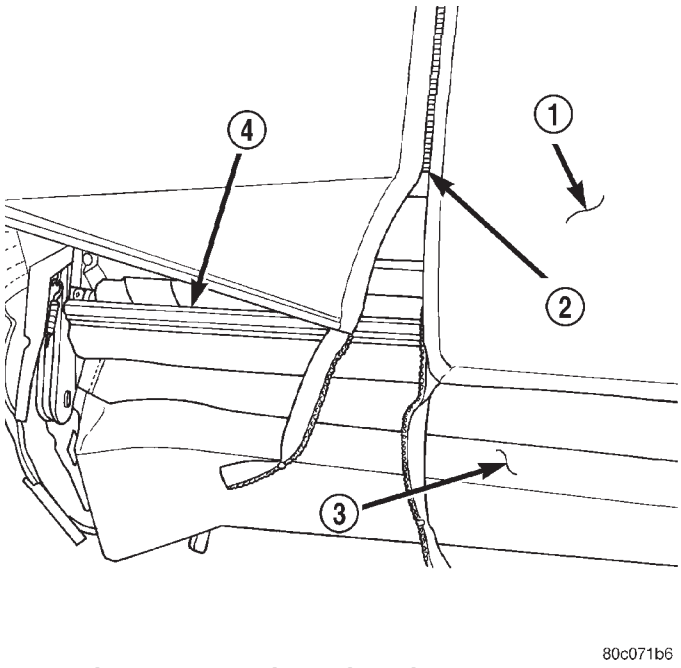


Fig. 3 Seat Back Hook and Loop Fastener

1 – SEAT BACK COVER
2 – HOOK AND LOOP FASTENER
3 – SEAT CUSHION
4 – J—STRAP

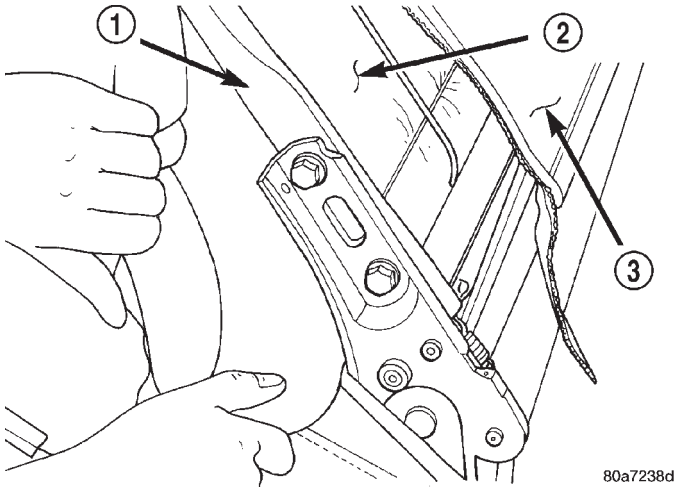


Fig. 4 Hinge Bolts

1 – SEAT BACK FRAME
2 – SEAT BACK CUSHION
3 – SEAT BACK COVER

(2) Install the bolts attaching the seat back frame to the hinge bracket.
(3) Roll the lower corners of seat back cover over the hinge bolts.
(4) Engage hook and loop fastener on rear of seat back cover.
(5) Engage outer, lower J-strap at base of seat back.
(6) Return seat to normal position.

REMOVAL AND INSTALLATION (Continued)

BENCH SEAT BACK PAD/COVER

REMOVAL

(1) Move seat to full forward position.
(2) Disengage outer, lower J-strap at base of seat back.
(3) Pull seat back pad/cover upward and separate from seat back frame.

INSTALLATION

(1) Position seat back pad/cover on the seat back frame.
(2) Engage outer, lower J-strap at base of seat back.
(3) Return seat to normal position.

BENCH SEAT CUSHION/COVER

REMOVAL

(1) Remove seat from vehicle.
(2) Remove the bolts attaching the outer seat tracks to the cushion frame (Fig. 2).
(3) Remove push nuts from seat adjuster lever.
(4) Disengage the J-straps around the perimeter of the cushion.
(5) Route the seat belt/buckles through the access hole in the cushion cover.
(6) Remove the cushion/cover from the frame.

INSTALLATION

(1) Position the cushion/cover on the frame.
(2) Route the seat belt/buckles through the access hole in the cushion cover.
(3) Engage the J-straps around the perimeter of the cushion.
(4) Install the push nuts on the seat adjuster lever.
(5) Install the bolts attaching the outer seat tracks to the cushion frame. Tighten the bolts to 24 N·m (17 ft. lbs.).
(6) Install the seat.

BUCKET SEAT

REMOVAL

(1) If equipped, remove side shield and disengage power seat switch connector.
If the vehicle is equipped with a 40/20/40 seat, remove bucket seats and console as one assembly (Fig. 5).
(2) Move seat to full forward position.
(3) Remove rear screws attaching trim cover to seat track (Fig. 6).
(4) Remove rear bolts attaching rear seat track to floor pan.
(5) Move seat to full rearward position.
(6) Remove front screws attaching trim cover to seat track (Fig. 6).
(7) Remove front bolts attaching front seat track to floor pan.

NOTE: Do not actuate recliner or track adjuster once bolts are removed.

(8) Tilt setback forward and lift seat out through door.

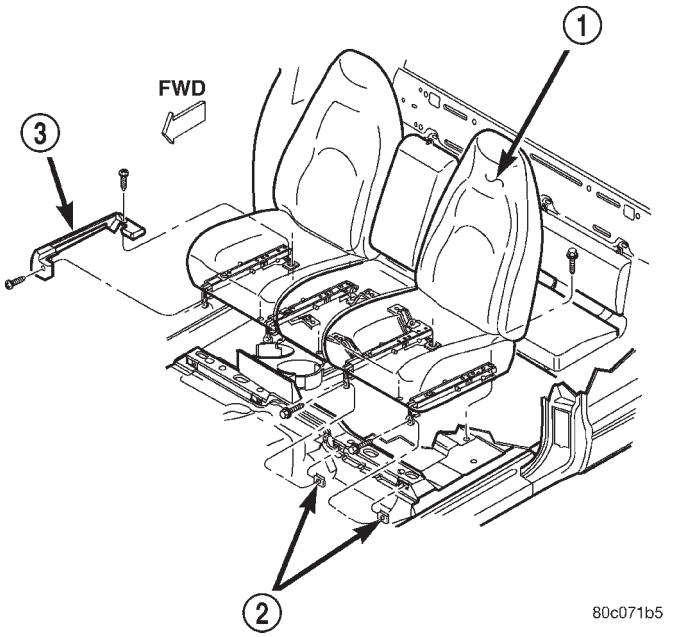


Fig. 5 40/20/40/ Front Seat

1 – 40/20/40 FRONT SEAT
2 – U—NUT
3 – TRIM COVER

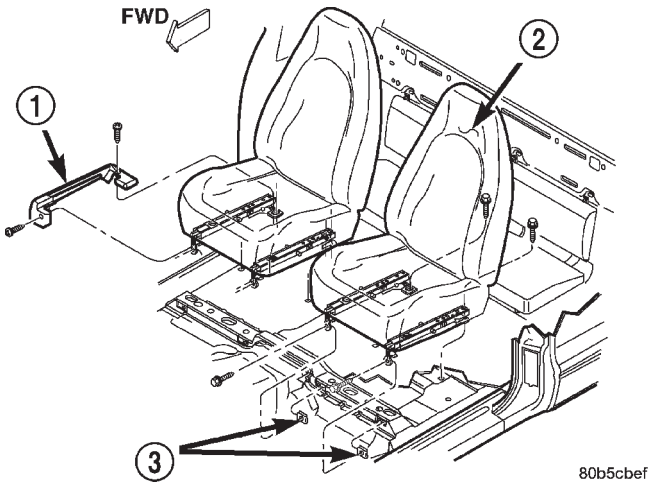


Fig. 6 Bucket Seat & Seat Track Trim Cover

1 – TRIM COVER
2 – BUCKET SEAT
3 – U-NUT

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Position seat in vehicle.

NOTE: Ensure each seat track is equally positioned in the full rearward position.

(2) Install bolts attaching front seat track to floor pan. Tighten to 28 N·m (20 ft. lbs.) torque.
(3) Install front screws attaching trim cover to seat track.
(4) Move seat to full forward position.
(5) Install bolts attaching rear inboard seat track to floor pan. Tighten to 40 N·m (30 ft. lbs.) torque.
(6) Install bolts attaching rear outboard seat track to floor pan. Tighten to 28 N·m (20 ft. lbs.) torque.
(7) Install rear screws attaching trim cover to seat track.
(8) If equipped, engage power seat switch connector and install side shield.

BUCKET SEAT TRACK

REMOVAL

(1) Remove seat.
(2) Adjust the seat track to gain access to the torx bolts attaching the seat track to the cushion frame.
(3) Remove the torx bolts (Fig. 7).
(4) Remove the push nuts from the seat lever adjuster.
(5) Separate the seat track from the frame.

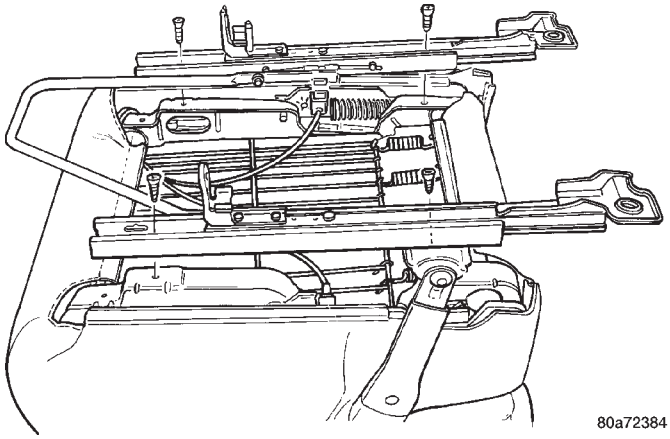


Fig. 7 Bucket Seat Track

INSTALLATION

(1) Position the seat track on the frame.
(2) Install the push nuts on the seat lever adjuster.
(3) Install the torx bolts attaching the seat track to the cushion frame. Tighten the bolts to 24 N·m (17 ft. lbs.) torque.
(4) Install seat.

BUCKET SEAT BACK

The bucket seat back frame, seat cushion frame and recliner mechanism is serviced as a complete assembly. Refer to the Bucket Seat Cushion/Cover and Bucket Seat Back Pad/Cover for service procedures.

BUCKET SEAT BACK PAD/COVER

REMOVAL

(1) Position seat in full forward position.
(2) If equipped, remove seat release handle on rear of seat back.
(3) Disengage J-strap at base of seat back.
(4) Disengage hook and loop fastener on rear of seat back (Fig. 8).
(5) Using a trim stick, carefully pry off lumbar handle.
(6) Separate pad/cover from seat back frame.

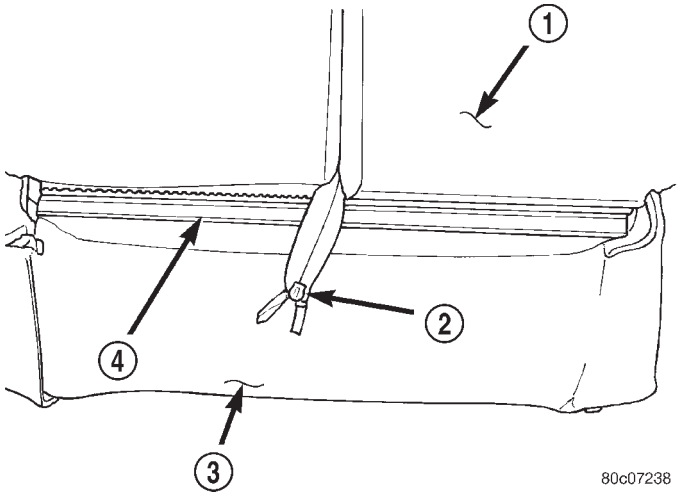


Fig. 8 Seat Back Cover

1 – SEAT BACK COVER
2 – HOOK AND LOOP FASTENER
3 – SEAT CUSHION
4 – J—STRAP

INSTALLATION

(1) Position pad/cover on seat back frame.
(2) Position lumbar handle on lumbar adjuster and press into place.
(3) Engage hook and loop fastener on rear of seat back.
(4) Engage J-straps at base of seat back.
(5) If removed, install seat release handle on rear of seat back.
(6) Return seat to normal position.

BUCKET SEAT CUSHION/COVER

REMOVAL

(1) Remove seat.
(2) Remove the anchor bolt attaching the buckle to the seat track (Fig. 9).

REMOVAL AND INSTALLATION (Continued)

(3) Remove the screw attaching the recliner handle to the recliner mechanism.
(4) Disengage the rearward corner J-straps.
(5) Disengage the side J-straps.
(6) Disengage the front J-strap.
(7) Disengage the rear J-strap.
(8) Separate the cushion/cover from the frame.

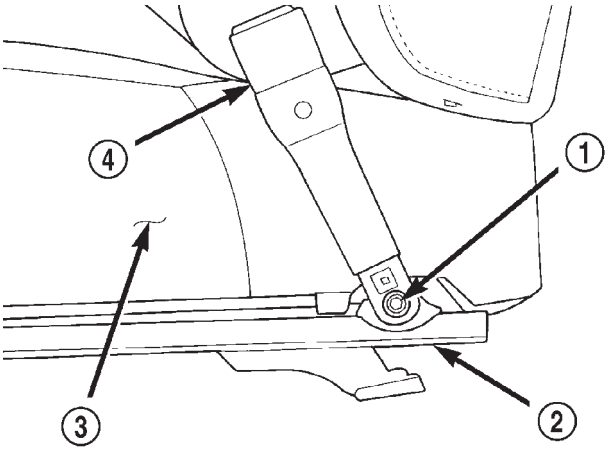


Fig. 9 Buckle Anchor Bolt

1 – ANCHOR BOLT
2 – SEAT TRACK
3 – SEAT CUSHION
4 – BUCKLE

INSTALLATION

(1) Position the cushion/cover on the frame.
(2) Engage the rear J-strap.
(3) Engage the front J-strap.
(4) Engage the side J-straps.
(5) Engage the rearward corner J-straps.
(6) Install the recliner handle.
(7) Install seat. Tighten the front seat track bolts to 22–34 N·m (16–25 ft. lbs.). Tighten the rear seat track bolts to 89–140 N·m (66–103 ft. lbs.).
(8) Install the anchor bolt attaching the buckle to the seat track. Tighten the bolt to 40 N·m (29 ft. lbs.).

CENTER SEAT/CONSOLE

REMOVAL

(1) Remove bucket seats
(2) Remove the bolts attaching the center seat to the bucket seat inboard seat tracks (Fig. 10).
(3) Route the seat belt buckles through the elastic retaining straps.
(4) Separate the center seat/console from the bucket seats.

INSTALLATION

(1) Position the center seat/console onto the bucket seat inboard seat tracks.

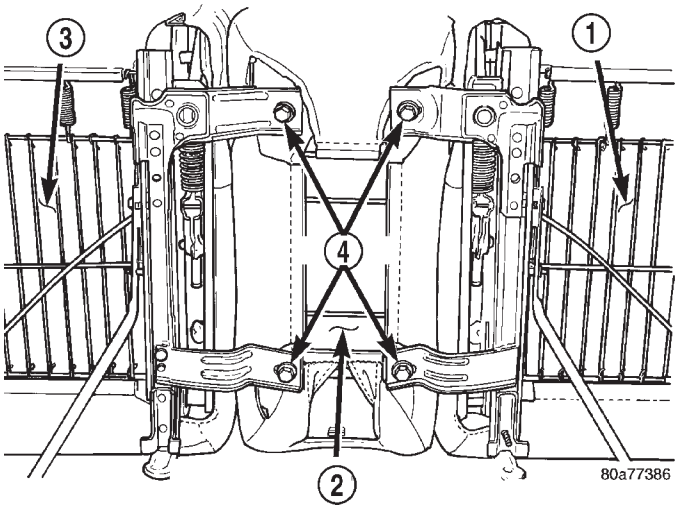


Fig. 10 Center Seat/Console

1 – PASSENGER SEAT
2 – CENTER SEAT/CONSOLE
3 – DRIVERS SEAT
4 – BOLTS

(2) Route the seat belt buckles through the elastic retaining straps.
(3) Install the bolts attaching the center seat to the bucket seat inboard tracks. Tighten the bolts to 24 N·m (17 ft. lbs.) torque.
(4) Install bucket seats

CENTER ARMREST/CONSOLE LATCH

REMOVAL

(1) Place the armrest/console in the down position.
(2) Open the armrest/console lid and remove the two screws attaching the latch bezel cover and remove the latch cover bezel and the latch button (Fig. 11).
(3) Using a drill stop, and protecting the surrounding trim and upholstery, drill the heads off the two rivets holding the latch to the armrest/console. Do not penetrate the latch bracket.
(4) Remove the latch assembly.
(5) Using the correct size drill bit, remove the remaining portion of the rivet.

INSTALLATION

(1) Before installing the latch assembly, clean the area of any debris.
(2) Align the latch with the hole openings in the bin.
(3) Secure the latch assembly with new rivets.
(4) Place the button in position and retain with the latch cover bezel.
(5) Attach the latch cover bezel with the screws.
(6) Inspect the latch assembly by cycling through a full range of lid motions.

REMOVAL AND INSTALLATION (Continued)

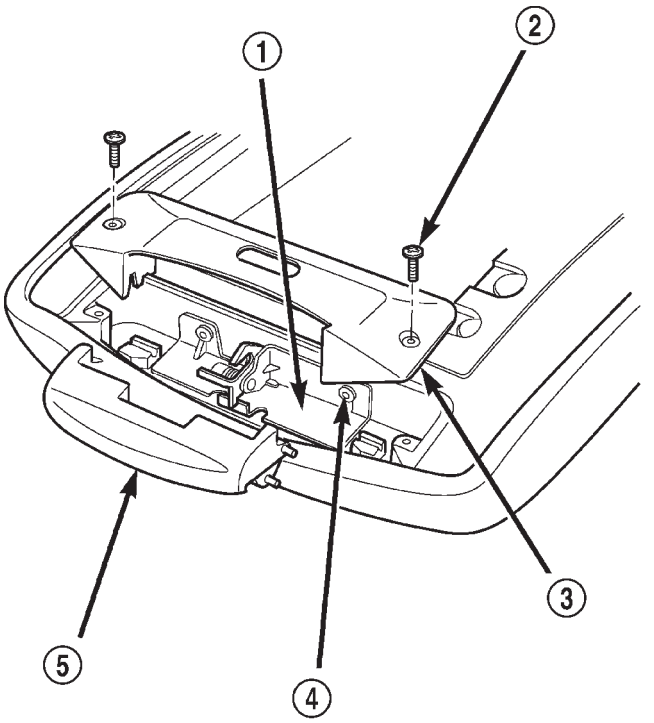


Fig. 11 Center Armrest/Console

1 – LATCH ASSEMBLY
2 – SCREW
3 – LATCH COVER BEZEL
4 – RIVET
5 – BUTTON

CENTER ARMREST UPPER INERTIA LATCH COVER

REMOVAL

(1) Move the drivers seat position to full forward with seat back full forward.

(2) Place center arm rest in the down position.

(3) Remove the screw securing the cover to the inertia latch (Fig. 12).

(4) Remove the upper and lower inertia latch covers.

INSTALLATION

(1) Install the upper latch cover onto the upper latch inertia arm. Ensure the check strap loops under the stud on the side of the lower stanchion/post.

(2) Install the lower latch cover onto the inertia latch upper arm working it around the latch bracket.

(3) Align the lower latch cover, the upper latch cover, and the latch bracket to the screw hole on the arm.

(4) Secure the cover with the screw and tighten to 4.15N·m (37 in. lbs.).

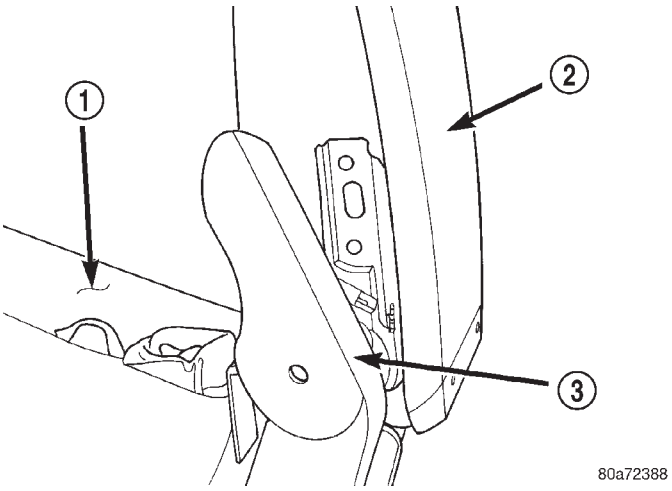


Fig. 12 Armrest/Console Inertia Latch Hinge Cover

1 – SEAT CUSHION
2 – SEAT BACK/CONSOLE LID
3 – HINGE COVER

(5) Cycle the armrest through a full range of travel and check for freedom of movement. Adjust the latch covers as necessary.

CONSOLE LID/SEAT BACK

REMOVAL

(1) Remove the hinge pivot bolt.

(2) Remove the left upper hinge bracket cover.

(3) Remove the torx screws attaching the left hinge bracket to the console lid/seat back (Fig. 13).

(4) Peel back the right pivot bracket cover and carefully pry the pivot from the pivot bracket (Fig. 14).

(5) Separate the console lid/seat back from the seat cushion.

INSTALLATION

(1) Position the console lid/seat back on the seat cushion.

(2) Align the pivot in the pivot bracket.

(3) Install the torx screws attaching the left hinge bracket to the console lid/seat back. Tighten the torx screws to 24 N·m (17 ft. lbs.) torque.

(4) Align the left upper hinge bracket cover and install the bolt.

(5) Install the hinge pivot bolt. Tighten the bolt to 24 N·m (17 ft. lbs.) torque.

CENTER SEAT CUSHION/COVER

REMOVAL

(1) Remove the bucket seats.

(2) Separate the center seat from the bucket seats.

(3) Remove the seat back/console lid.

REMOVAL AND INSTALLATION (Continued)

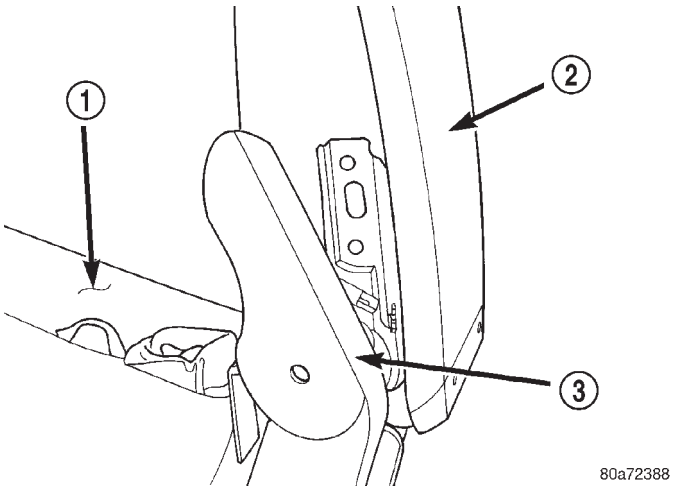


Fig. 13 Hinge Bracket

1 – SEAT CUSHION
2 – SEAT BACK/CONSOLE LID
3 – HINGE COVER

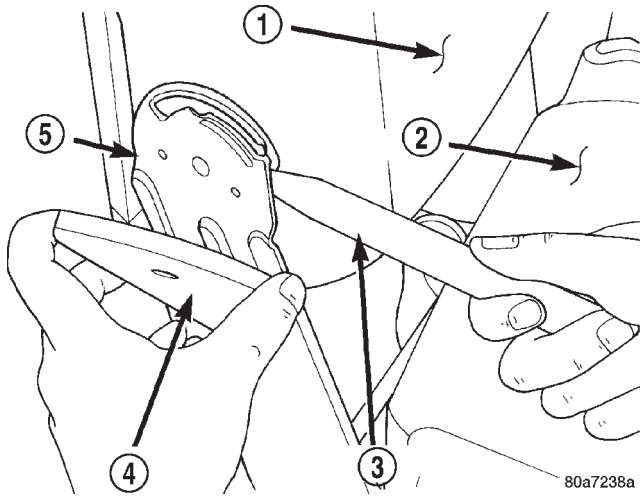


Fig. 14 Pivot Bracket

1 – SEAT BACK
2 – CUSHION
3 – TRIM STICK
4 – COVER
5 – PIVOT BRACKET

(4) Disengage the J-straps from the cushion frame (Fig. 15).

(5) Separate the cushion/cover from the frame.

INSTALLATION

(1) Position the cushion/cover on the frame.

(2) Engage the J-straps from the cushion frame.

(3) Install the seat back/console lid.

(4) Attach the center seat to the bucket seats.

(5) Install the bucket seats.

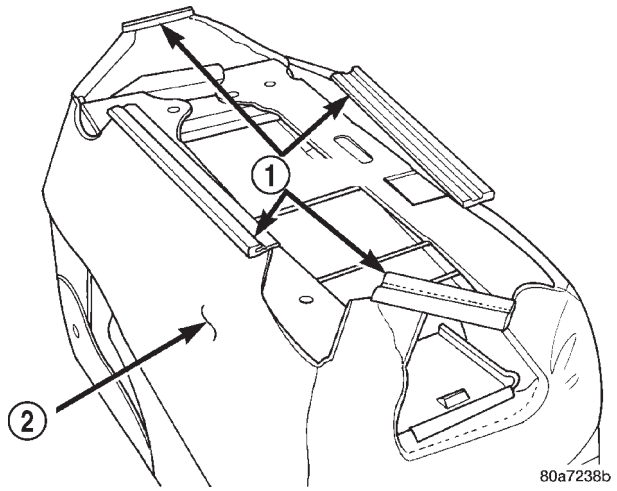


Fig. 15 Center Seat Cushion/Cover

1 – J-STRAPS
2 – CENTER SEAT CUSHION COVER

REAR SEAT BACK—CLUB CAB

REMOVAL

(1) Unsnap upper bolster assembly by pulling forward, and remove rear panel (Fig. 16).

(2) Push seat back firmly downward to disengage retaining tabs on seat back lower edge.

(3) Disengage seat belt/buckle retaining loops (Fig. 17).

(4) Remove cab back bolster assembly..

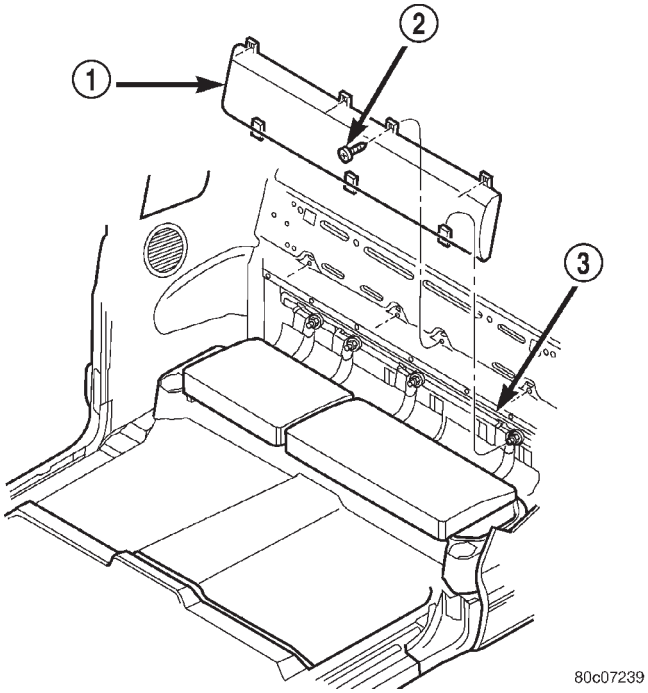


Fig. 16 Rear Seat Back

1 – SEAT BACK
2 – SCREW
3 – SEAT PIVOT BRACKET

REMOVAL AND INSTALLATION (Continued)

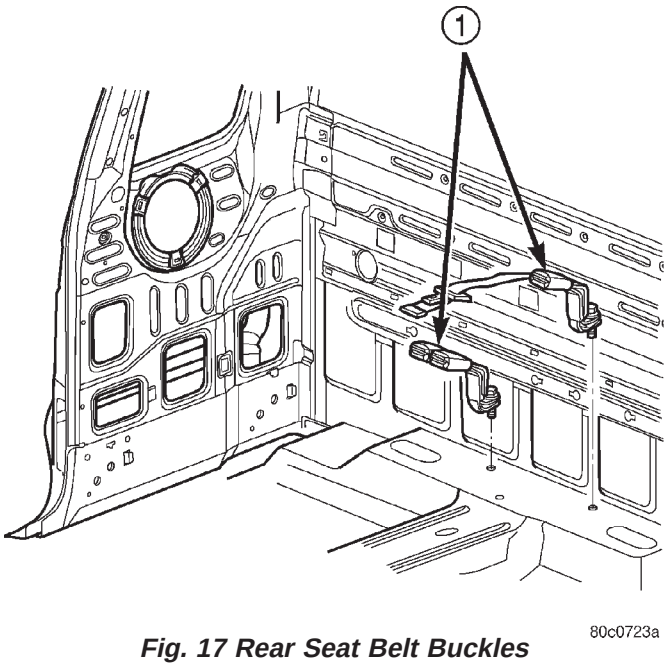


Fig. 17 Rear Seat Belt Buckles

1 – REAR SEAT BUCKLES

INSTALLATION

(1) Position rear seat back in vehicle.

(2) Position rear seat belt/buckle in the retaining loops.

(3) Position seat back at cab back panel, align retaining tabs and lift seat back upward to secure seat back.

(4) Secure cab back bolster assembly by aligning upper bolster assembly push pins with holes in cab back sheetmetal and pushing rearward.

REAR SEAT CUSHION—CLUB CAB

REMOVAL

(1) Remove rear seat back

(2) Remove nuts attaching rear seat cushion hinge to cab back panel.

(3) Separate rear seat cushion from vehicle.

INSTALLATION

(1) Position rear seat cushion in vehicle.

(2) Install nuts attaching rear seat cushion hinge to cab back panel.

(3) Install rear seat back

REMOVAL AND INSTALLATION (Continued)

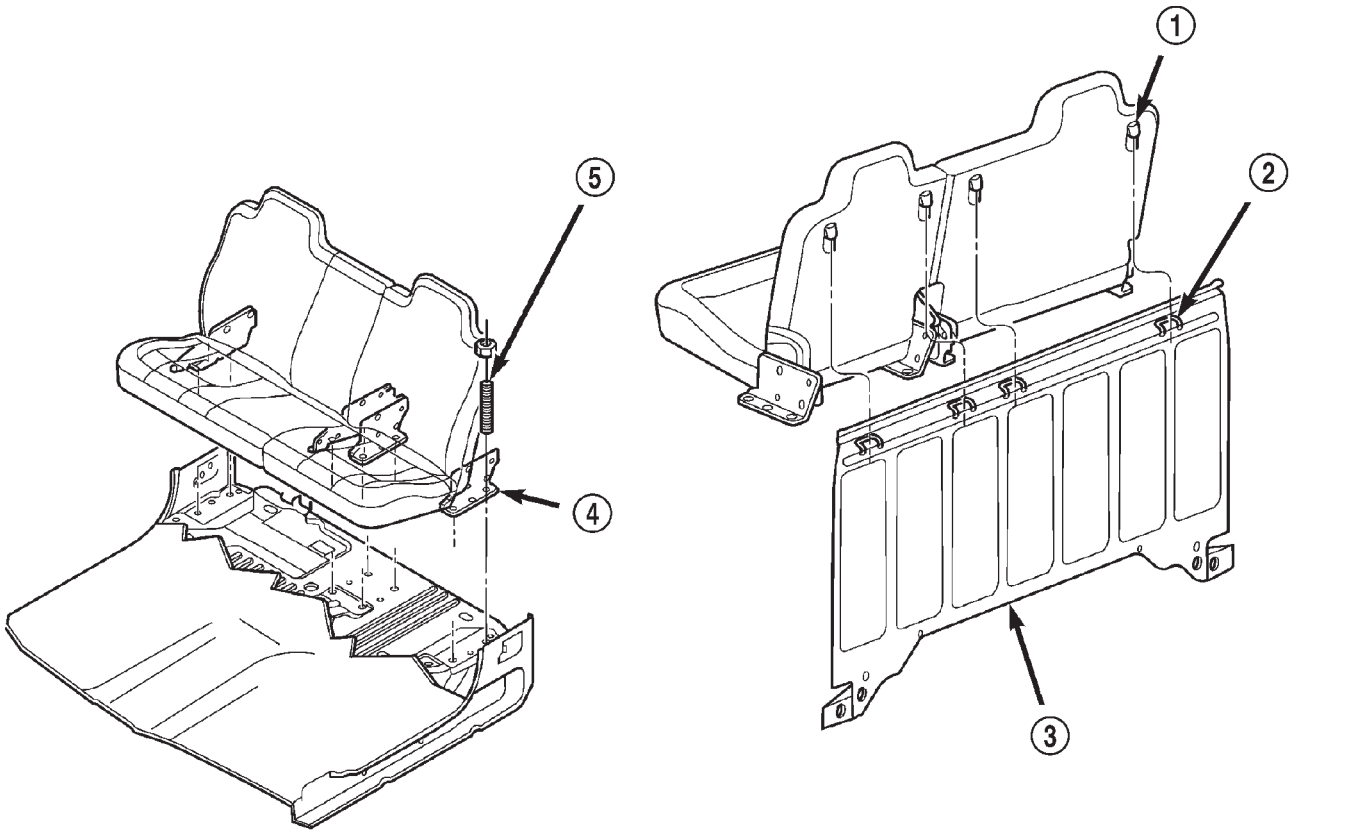


Fig. 18

1 – HOOK
2 – RETAINER
3 – CAB BACK
4 – SEAT BRACKET
5 – CAB FLOOR STUD

REAR SEAT QUAD CAB

The quad cab rear seat is a 60/40 seat. Each seat is serviceable separately.

Removal

(1) Fold the seating cushion up.
(2) Remove the fasteners retaining the seat to the cab floor.
(3) Lift the seat assembly off the retaining studs and the cab back hooks (Fig. 18).
(4) Feed the seat belt between the seat cushion and seat back.
(5) Remove the seat through the rear door.

Installation

(1) Position the seat on the cab back hooks and the floor studs.
(2) Feed the seat belt between the seat cushion and the seat back.
(3) Ensure the seat back is firmly hooked to the cab back retainers.
(4) Tighten the cab floor fasteners.

QUAD CAB REAR SEAT CUSHION COVER

Removal

(1) Remove rear seat.
(2) Disengage J strap from seat cushion.
(3) Remove cup holder, if equipped.
(4) Disengage hook and loop fasteners.
(5) Roll seat cushion cover off seat cushion.

Installation

(1) Position cover on seat cushion.
(2) Roll cover onto cushion.
(3) Engage the hook and loop fasteners.
(4) Install the cup holder, if equipped.
(5) Engage the J strap.
(6) Install rear seat.

BODY COMPONENT SERVICE

TABLE OF CONTENTS

DESCRIPTION AND OPERATION

BODY COMPONENTS

DESCRIPTION

Exterior sheet metal components make up the exterior of the vehicle. Some exterior metal systems are welded assemblies, such as doors and hoods. Some exterior trim items are made of composite.

OPERATION

The exterior is finished in various metal stampings and composite moldings. These assemblies give the vehicle a finished appearance and protect the occupants from the elements. Some components are part of the energy absorbing system used to protect the occupants in collisions. The exterior sheet metal is repairable and adjustable for fit and finish. Welded and bonded component systems are adjustable as a system. Trim components made of composite are stamped with the type of material used. Daimler-Chrysler uses various fasteners to retain trim items. At times, it is not possible to remove trim items without damaging the fastener. If it is not possible to remove an item without damaging a component, cut or break the fasteners and use new ones when installing the component.

INTERIOR TRIM PANELS

CAUTION: Do not attempt to remove interior trim panels/moldings without first removing the necessary adjacent panels.

To avoid damaging the panels, ensure that all the screws and clips are removed before attempting to remove an interior trim panel/molding. **Trim panels are somewhat flexible but can be damaged if handled improperly.**

DIAGNOSIS AND TESTING

WATER LEAKS

Water leaks can be caused by poor sealing, improper body component alignment, body seam porosity, missing plugs, or blocked drain holes. Centrifugal and gravitational force can cause water to drip from a location away from the actual leak point, making leak detection difficult. All body sealing points should be water tight in normal wet-driving conditions. Water flowing downward from the front of the vehicle should not enter the passenger or luggage compartment. Moving sealing surfaces will not always seal water tight under all conditions. At times, side glass or door seals will allow water to enter the passenger compartment during high pressure washing or hard driving rain (severe) conditions. Overcompensating on door or glass adjustments to stop a water leak that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After completing a repair, water test vehicle to verify leak has stopped before returning vehicle to use.

VISUAL INSPECTION BEFORE WATER LEAK TESTS

Verify that floor and body plugs are in place, body drains are clear, and body components are properly aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

WATER LEAK TESTS

WARNING: DO NOT USE ELECTRIC SHOP LIGHTS OR TOOLS IN WATER TEST AREA. PERSONAL INJURY CAN RESULT.

When the conditions causing a water leak have been determined, simulate the conditions as closely as possible.

- If a leak occurs with the vehicle parked in a steady light rain, flood the leak area with an open-ended garden hose.

DIAGNOSIS AND TESTING (Continued)

- If a leak occurs while driving at highway speeds in a steady rain, test the leak area with a reasonable velocity stream or fan spray of water. Direct the spray in a direction comparable to actual conditions.
- If a leak occurs when the vehicle is parked on an incline, hoist the end or side of the vehicle to simulate this condition. This method can be used when the leak occurs when the vehicle accelerates, stops or turns. If the leak occurs on acceleration, hoist the front of the vehicle. If the leak occurs when braking, hoist the back of the vehicle. If the leak occurs on left turns, hoist the left side of the vehicle. If the leak occurs on right turns, hoist the right side of the vehicle. For hoisting recommendations refer to Group 0, Lubrication and Maintenance, General Information section.

WATER LEAK DETECTION

To detect a water leak point-of-entry, do a water test and watch for water tracks or droplets forming on the inside of the vehicle. If necessary, remove interior trim covers or panels to gain visual access to the leak area. If the hose cannot be positioned without being held, have someone help do the water test.

Some water leaks must be tested for a considerable length of time to become apparent. When a leak appears, find the highest point of the water track or drop. The highest point usually will show the point of entry. After leak point has been found, repair the leak and water test to verify that the leak has stopped.

Locating the entry point of water that is leaking into a cavity between panels can be difficult. The trapped water may splash or run from the cavity, often at a distance from the entry point. Most water leaks of this type become apparent after accelerating, stopping, turning, or when on an incline.

MIRROR INSPECTION METHOD

When a leak point area is visually obstructed, use a suitable mirror to gain visual access. A mirror can also be used to deflect light to a limited-access area to assist in locating a leak point.

BRIGHT LIGHT LEAK TEST METHOD

Some water leaks in the luggage compartment can be detected without water testing. Position the vehicle in a brightly lit area. From inside the darkened luggage compartment inspect around seals and body seams. If necessary, have a helper direct a drop light over the suspected leak areas around the luggage compartment. If light is visible through a normally sealed location, water could enter through the opening.

PRESSURIZED LEAK TEST METHOD

When a water leak into the passenger compartment cannot be detected by water testing, pressurize the passenger compartment and soap test exterior of the vehicle. To pressurize the passenger compartment, close all doors and windows, start engine, and set heater control to high blower in HEAT position. If engine can not be started, connect a charger to the battery to ensure adequate voltage to the blower. With interior pressurized, apply dish detergent solution to suspected leak area on the exterior of the vehicle. Apply detergent solution with spray device or soft bristle brush. If soap bubbles occur at a body seam, joint, seal or gasket, the leak entry point could be at that location.

WIND NOISE

Wind noise is the result of most air leaks. Air leaks can be caused by poor sealing, improper body component alignment, body seam porosity, or missing plugs in the engine compartment or door hinge pillar areas. All body sealing points should be airtight in normal driving conditions. Moving sealing surfaces will not always seal airtight under all conditions. At times, side glass or door seals will allow wind noise to be noticed in the passenger compartment during high cross winds. Over compensating on door or glass adjustments to stop wind noise that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After a repair procedure has been performed, test vehicle to verify noise has stopped before returning vehicle to use.

Wind noise can also be caused by improperly fitted exterior moldings or body ornamentation. Loose moldings can flutter, creating a buzzing or chattering noise. An open cavity or protruding edge can create a whistling or howling noise. Inspect the exterior of the vehicle to verify that these conditions do not exist.

VISUAL INSPECTION BEFORE TESTS

Verify that floor and body plugs are in place and body components are aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

ROAD TESTING WIND NOISE

(1) Drive the vehicle to verify the general location of the wind noise.

(2) Apply 50 mm (2 in.) masking tape in 150 mm (6 in.) lengths along weatherstrips, weld seams or moldings. After each length is applied, drive the vehicle. If noise goes away after a piece of tape is applied, remove tape, locate, and repair defect.

DIAGNOSIS AND TESTING (Continued)

POSSIBLE CAUSE OF WIND NOISE

- Moldings standing away from body surface can catch wind and whistle.
- Gaps in sealed areas behind overhanging body flanges can cause wind-rushing sounds.
- Misaligned movable components.
- Missing or improperly installed plugs in pillars.
- Weld burn through holes.

SERVICE PROCEDURES

BODY LUBRICATION

All mechanisms and linkages should be lubricated when necessary. This will maintain ease of operation and provide protection against rust and excessive wear. The weatherstrip seals should be lubricated to prolong their life as well as to improve door sealing.

All applicable exterior and interior vehicle operating mechanisms should be inspected and cleaned. Pivot/sliding contact areas on the mechanisms should then be lubricated.

(1) When necessary, lubricate the operating mechanisms with the specified lubricants.

(2) Apply silicone lubricant to a cloth and wipe it on door seals to avoid over-spray that can soil passenger's clothing.

(3) Before applying lubricant, the component should be wiped clean. After lubrication, any excess lubricant should be removed.

(4) The hood latch, latch release mechanism, latch striker, and safety latch should be lubricated periodically.

(5) The door lock cylinders should be lubricated twice each year (preferably autumn and spring).

- Spray a small amount of lock cylinder lubricant directly into the lock cylinder.
- Apply a small amount to the key and insert it into the lock cylinder.
- Rotate it to the locked position and then back to the unlocked position several times.
- Remove the key. Wipe the lubricant from it with a clean cloth to avoid soiling of clothing.

HEAT STAKING

(1) Remove trim panel.

(2) Bend or move the trim panel components at the heat staked joints. Observe the heat staked locations and/or component seams for looseness.

(3) Heat stake the components.

(a) If the heat staked or component seam location is loose, hold the two components tightly together and using a soldering gun with a flat tip, melt the material securing the components together. Do not over heat the affected area, damage to the exterior of the trim panel may occur.

(b) If the heat staked material is broken or missing, use a hot glue gun to apply new material to the area to be repaired. The panels that are being heat staked must be held together while the applying the glue. Once the new material is in place, it may be necessary to use a soldering gun to melt the newly applied material. Do not over heat the affected area, damage to the exterior of the trim panel may occur.

(4) Allow the repaired area to cool and verify the repair.

(5) Install trim panel.

REMOVAL AND INSTALLATION

GRILLE

REMOVAL

(1) Release primary hood latch.

(2) Release hood safety catch and open hood.

(3) Remove screws attaching bottom of grille to grille mounting bracket.

(4) Remove nuts attaching grille to hood (Fig. 1).

(5) Separate grille from vehicle.

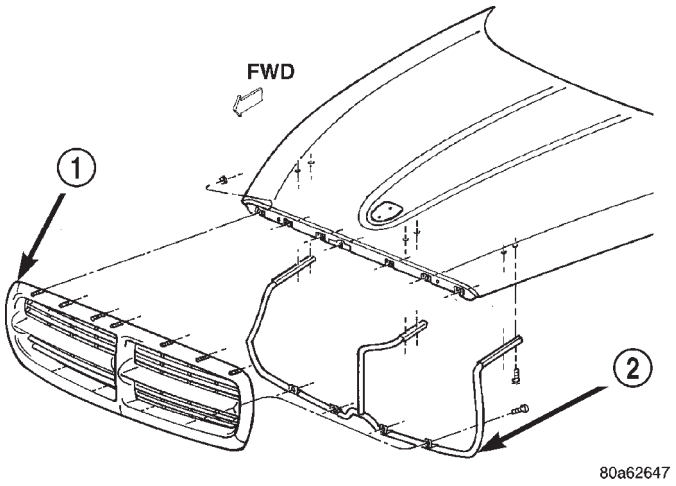


Fig. 1 Grille

1 – GRILLE
2 – GRILLE MOUNTING BRACKET

INSTALLATION

(1) Position grille on hood.

(2) Install nuts attaching grille to hood.

(3) Install screws attaching bottom of grille to grille mounting bracket.

(4) Close hood.

REMOVAL AND INSTALLATION (Continued)

HOOD

REMOVAL

(1) Release primary hood latch.
(2) Release hood safety catch and open hood.
(3) Disconnect the under hood lamp wire connector.
(4) Mark all nut and hinge attachment locations with a grease pencil or other suitable device to provide reference marks for installation.
(5) Remove the top nuts attaching hood to hinge and loosen the bottom nuts until they can be removed by hand (Fig. 2).
(6) With assistance of a helper, support the hood at the opposite side of the vehicle.
(7) Remove the bottom nuts and separate the hood from the vehicle.

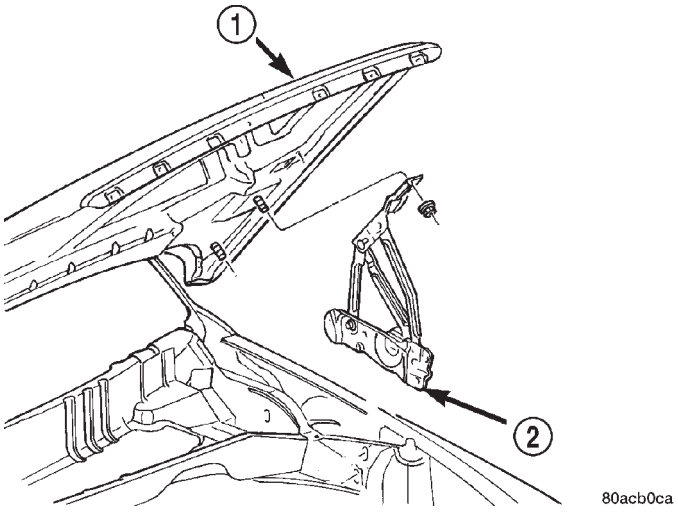


Fig. 2 Hood

1 – HOOD
2 – HOOD HINGE

INSTALLATION

(1) With assistance of a helper, position the hood on hinges.
(2) Align all marks and install the nuts. The hood should be aligned to 5 mm (0.2 in.) gap to the front fenders and flush across the top surfaces along fenders.
(3) Connect the under hood lamp wire connector.
(4) Close hood and adjust as necessary.

HOOD SILENCER PAD

REMOVAL

(1) Raise the hood.
(2) Remove the retainers attaching the silencer pad to the hood (Fig. 3).
(3) Remove the silencer pad from the hood.

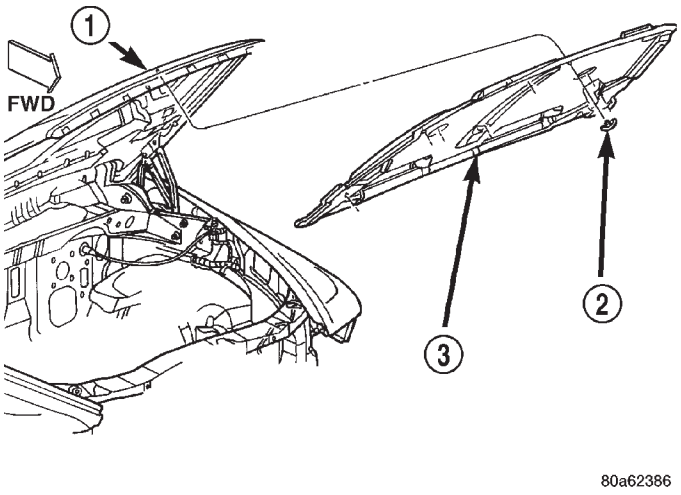


Fig. 3 Hood Silencer Pad

1 – HOOD
2 – RETAINER
3 – HOOD SILENCER PAD

INSTALLATION

(1) Position the silencer pad on the hood.
(2) Install the retainers attaching the silencer pad to the hood.
(3) Close the hood.

HOOD HINGE

REMOVAL

(1) Open hood and support the side that requires hinge replacement.
(2) Remove cowl grille.
(3) Mark all bolt and hinge attachment locations with a grease pencil or other suitable device to provide reference marks for installation.
(4) Remove the nuts attaching the hinge to the hood (Fig. 4).
(5) Remove the bolts attaching the hinge to the inner fender (Fig. 4).
(6) Separate hinge from vehicle.

INSTALLATION

(1) If necessary, paint new hinge before installation.
(2) Position the hinge on the vehicle and align all marks.
(3) Install the bolts attaching the hinge to the inner fender.Tighten the bolts to 28.2N·m (250 in. lbs.) torque.
(4) Install the nuts attaching the hinge to the hood. Tighten the nuts to 22.6 N·m (200 in. lbs) torque.
(5) Install cowl grille.

REMOVAL AND INSTALLATION (Continued)

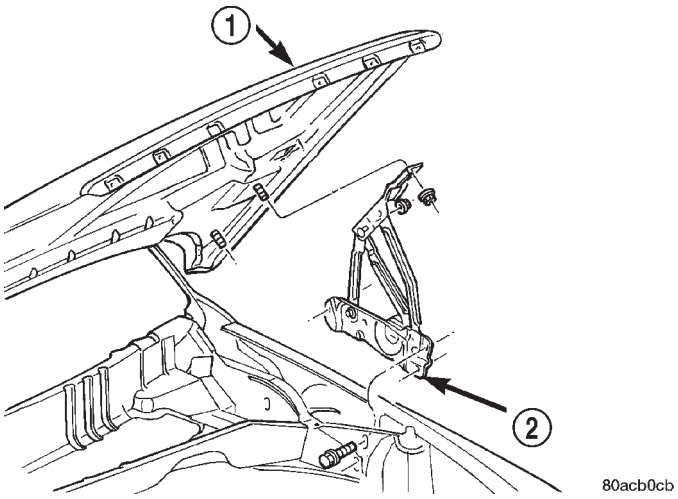


Fig. 4 Hood Hinge

1 – HOOD
2 – HOOD HINGE

(6) Remove support and verify hood operation. The hood should be aligned to 5 mm (0.2 in.) gap to the front fenders.

HOOD SAFETY LATCH

REMOVAL

(1) Release primary hood latch.
(2) Release hood safety catch and open hood.
(3) Remove bolts attaching hood safety latch to hood (Fig. 5).
(4) Separate safety latch from hood.

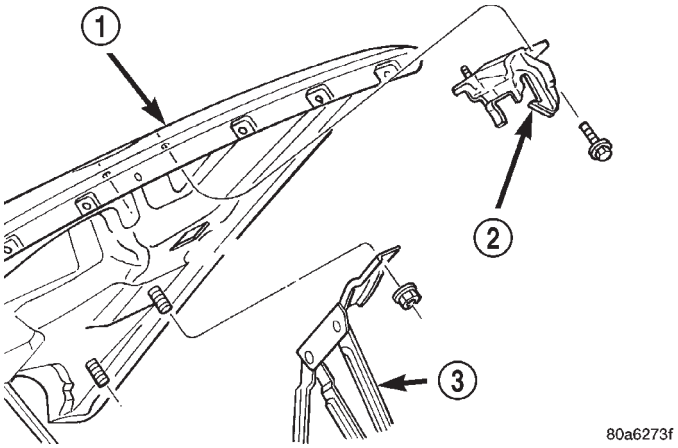


Fig. 5 Hood Safety Latch

1 – HOOD
2 – SAFETY LATCH
3 – HINGE

INSTALLATION

(1) Position safety latch on hood.
(2) Install bolts attaching safety latch to hood. Tighten the bolts to 9.6 N·m (85 in. lbs.) torque.
(3) Close hood and verify operation. Adjust as necessary.

HOOD LATCH STRIKER

The hood latch striker is incorporated with the hood safety latch. Refer to the Hood Safety Latch paragraph in this group for service procedures

HOOD LATCH

REMOVAL

(1) Release primary hood latch.
(2) Release hood safety catch and open hood.
(3) Using a grease pencil, mark latch position for installation alignment.
(4) Remove bolts attaching hood latch to radiator closure panel crossmember (Fig. 6).
(5) Separate hood latch from crossmember.
(6) Disconnect release cable from hood latch (Fig. 7).

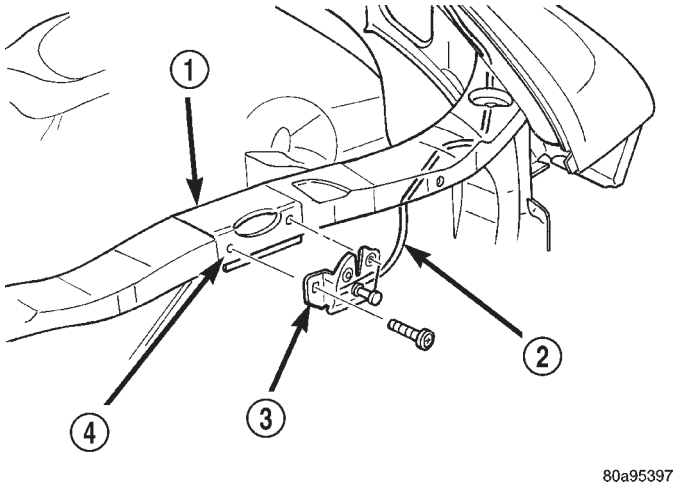


Fig. 6 Hood Latch

1 – RADIATOR CLOSURE PANEL
2 – HOOD RELEASE CABLE
3 – HOOD LATCH
4 – LATCH BRACKET

INSTALLATION

(1) Connect release cable to hood latch.
(2) Position hood latch on crossmember. Ensure the bottom flange of hood latch (Fig. 7) is secured around the latch bracket (Fig. 6).
(3) Install the bolts attaching hood latch to radiator closure panel crossmember. Tighten the bolts to 10.7 N·m (80 in. lbs.) torque.
(4) Close hood.
(5) Adjust latch as necessary.

REMOVAL AND INSTALLATION (Continued)

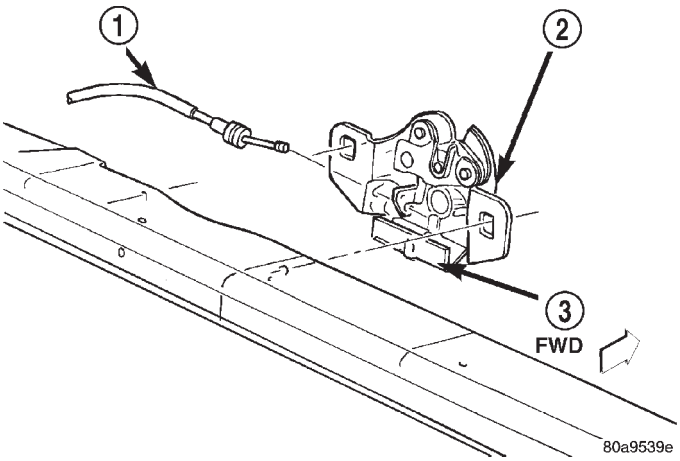


Fig. 7 Hood Release Cable

1 – HOOD RELEASE CABLE
2 – HOOD LATCH
3 – BOTTOM FLANGE

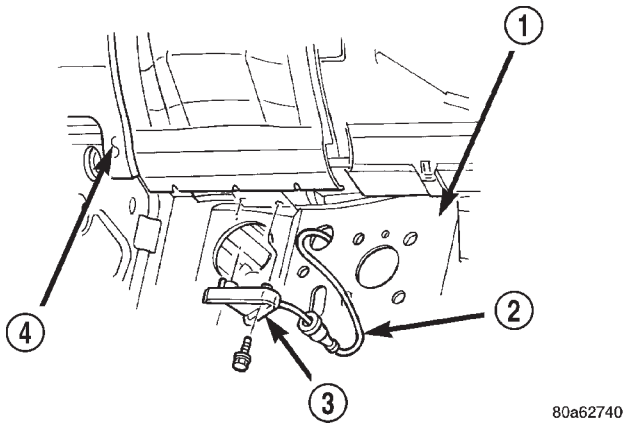


Fig. 8 Hood Release Cable

1 – DASH PANEL
2 – HOOD RELEASE CABLE
3 – HOOD RELEASE HANDLE
4 – INSTRUMENT PANEL

HOOD RELEASE CABLE

REMOVAL

(1) Release primary hood latch.
(2) Release hood safety catch and open hood.
(3) Remove hood latch.
(4) Disconnect release cable from hood latch (Fig. 7).
(5) Detach the release cable and the retainer clips in the engine compartment.
(6) Separate the release cable grommet from the dash panel hole.
(7) From the inside of the vehicle, remove the screws attaching the hood release handle to the bottom of the instrument panel (Fig. 8).
(8) Pull/route the hood release cable through the dash panel hole and remove it via the inside of the vehicle.

INSTALLATION

NOTE: If replacement hood latch is also being installed, ensure that it is thoroughly lubricated.

(1) From inside the vehicle, pull/route the hood release cable through the dash panel hole and into the engine compartment.
(2) Install the hood release handle.
(3) Install the cable grommet in the dash panel hole.
(4) Attach the retainer clips to the release cable and install them into the holes in the engine compartment.
(5) Attach release cable to hood latch.
(6) Install hood latch.
(7) Test the hood latch release cable for proper operation.

COWL GRILLE

REMOVAL

(1) Open hood.
(2) Mark wiper arm locations on windshield with grease pencil.
(3) Lift cover for wiper arms and remove nuts attaching wiper arms to cowl.
(4) Remove upper plastic nuts attaching cowl grille to cowl (Fig. 9).
(5) Insert a small flat blade into the slots of the plastic rivet anchors in each cowl grille corner. Lift up on the flat blade to release the rivet anchors.
(6) Remove cowl weatherstrip.
(7) Disconnect and plug windshield washer feed line from cowl.
(8) Disconnect vacuum line from cowl.
(9) Separate cowl grille from cowl.

INSTALLATION

(1) Position cowl grille on cowl.
(2) Connect vacuum line to cowl.
(3) Remove the plug and connect windshield washer feed line to cowl.
(4) Install cowl weatherstrip.
(5) Position rivet anchors in place and press down to engage.
(6) Install upper plastic nuts attaching cowl grille to cowl.
(7) Align wiper arms and install the nuts.

REMOVAL AND INSTALLATION (Continued)

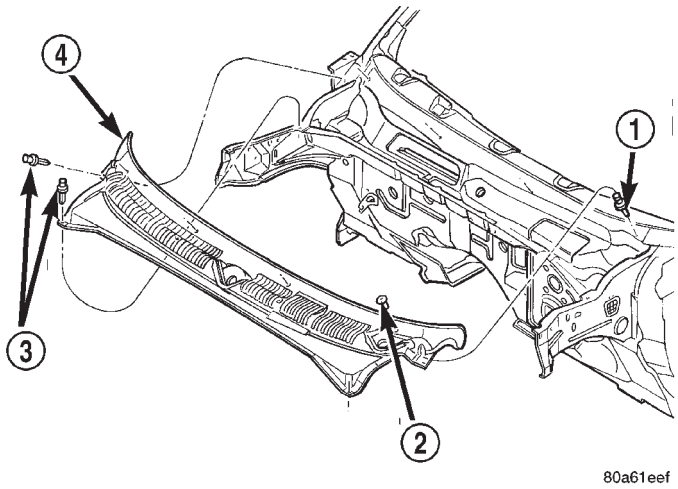


Fig. 9 Cowl Grille

1 – STUD
2 – PLASTIC NUT
3 – PLASTIC RIVET
4 – COWL GRILLE

COWL SEAL

REMOVAL

(1) Grasp cowl seal and pull seal from flange (Fig. 10).

(2) Separate cowl seal from vehicle.

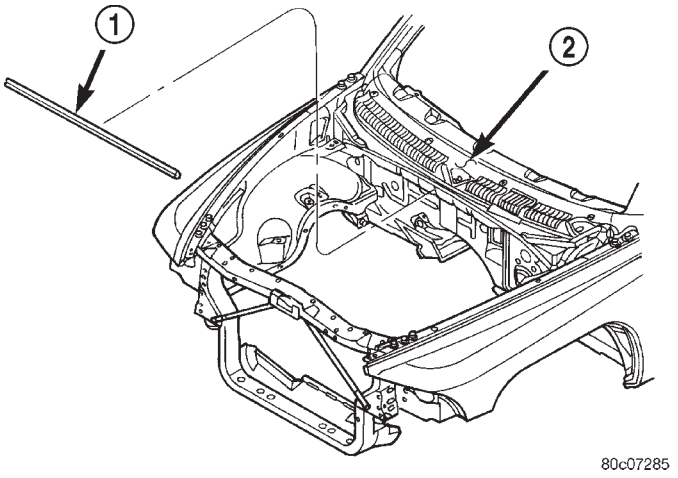


Fig. 10 Cowl Seal

1 – COWL TO HOOD SEAL
2 – COWL

INSTALLATION

(1) Position cowl seal on flange and press into place.

HOOD SEAL

REMOVAL

(1) Remove push-in fasteners attaching hood seal to inner hood panel (Fig. 11).

(2) Separate hood seal from vehicle.

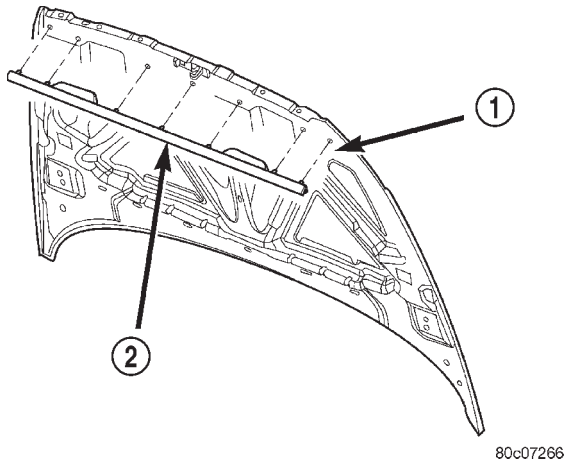


Fig. 11 Hood Seal

1 – INNER HOOD PANEL
2 – HOOD PANEL

INSTALLATION

(1) Position hood seal on inner hood panel.

(2) Install push-in fasteners attaching hood seal to inner hood panel.

FRONT WHEELHOUSE LINER

REMOVAL

(1) Raise and support the front wheel.

(2) Remove the front wheel.

(3) Remove wheel opening molding.

(4) Remove plastic rivets attaching wheelhouse liner to wheelhouse (Fig. 12).

(5) Separate liner from vehicle.

INSTALLATION

(1) Position liner in wheelhouse.

(2) Install plastic rivets attaching wheelhouse liner to wheelhouse.

(3) Install wheel opening molding.

(4) Install the front wheel.

(5) Remove the support and lower the vehicle.

LEFT FRONT FENDER

REMOVAL

(1) Remove battery.

(2) Raise and support the vehicle.

(3) Remove left front wheel.

(4) Remove wheel opening molding.

REMOVAL AND INSTALLATION (Continued)

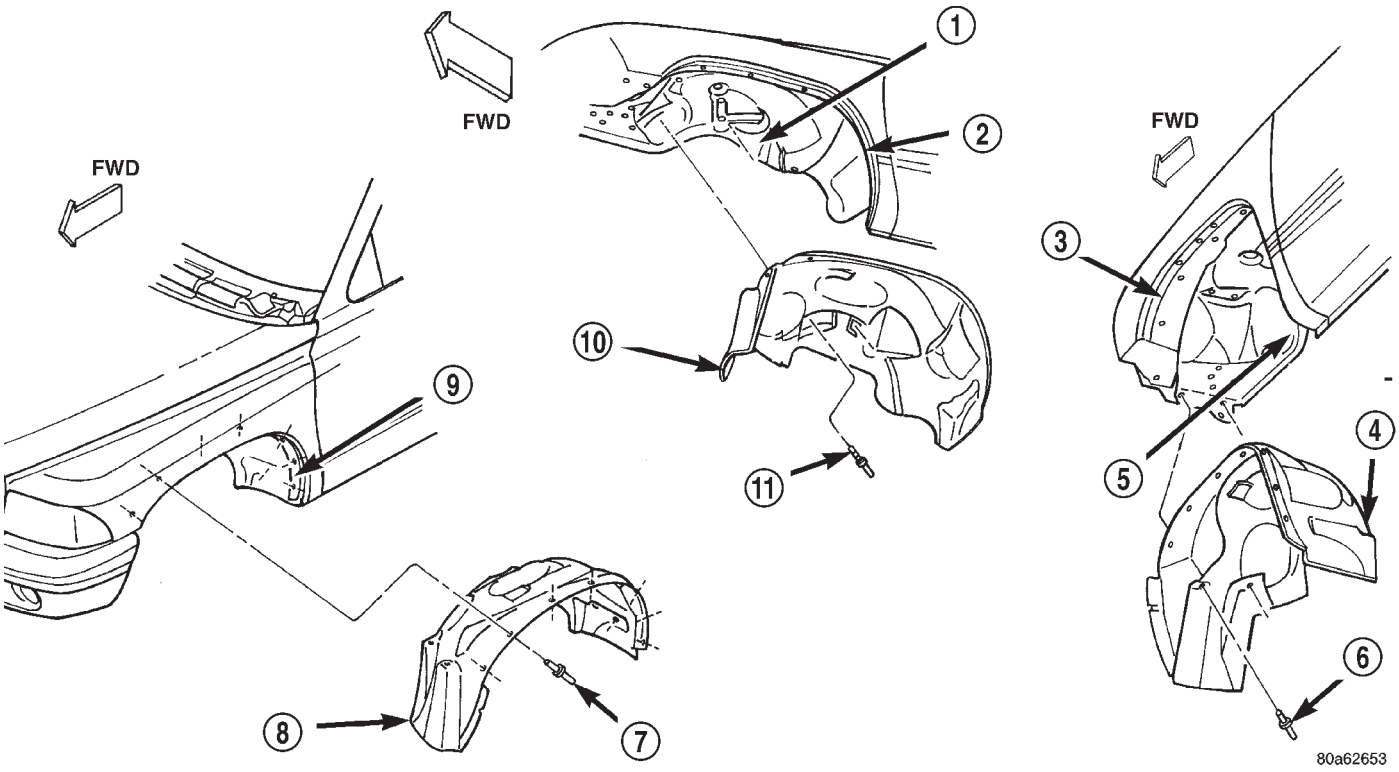


Fig. 12 Front Wheelhouse Liner

1 – FENDER SPLASH SHIELD
2 – INNER FENDER
3 – INNER FENDER
4 – WHEELHOUSE LINER
5 – FENDER SPLASH SHIELD
6 – PLASTIC RIVET
7 – PLASTIC RIVET
8 – WHEELHOUSE LINER
9 – INNER FENDER
10 – WHEELHOUSE LINER
11 – PLASTIC RIVET

(5) Remove wheelhouse liner.
(6) Remove left headlamp module.
(7) Remove PDC (power distribution center).
(8) Remove battery tray and battery support bracket (Fig. 13).
(9) Remove HCU (hydraulic control unit) if equipped. Refer to Group 5, Brakes for service procedures.
(10) Disengage clips attaching hood release cable to inner fender.
(11) Disengage clips attaching wire harness to inner fender and wheelhouse.
(12) Remove bolt attaching fender to lower rocker panel.
(13) Remove bolts attaching fender to lower radiator closure panel (Fig. 15).
(14) Remove bolts attaching fender to hood hinge support bracket.
(15) Remove bolts attaching fender to upper cowl (Fig. 14).
(16) Remove bolts attaching fender to upper radiator closure panel.
(17) Separate fender and wheelhouse from vehicle.

INSTALLATION

(1) Position fender and wheelhouse from vehicle.
(2) Install bolts attaching fender to upper radiator closure panel.
(3) Install bolts attaching fender to upper cowl.
(4) Install bolts attaching fender to hood hinge support bracket.
(5) Install bolts attaching fender to lower radiator closure panel.
(6) Install bolt attaching fender to lower rocker panel.
(7) Position the hood release cable to inner fender and engage clips.
(8) Position the wire harnesses on the inner fender and wheelhouse and engage clips.
(9) Install HCU if equipped. Refer to Group 5, Brakes for service procedures.
(10) Install battery support bracket and battery tray.
(11) Install PDC (power distribution center).
(12) Install left headlamp module.
(13) Install battery.
(14) Install wheelhouse liner.

REMOVAL AND INSTALLATION (Continued)

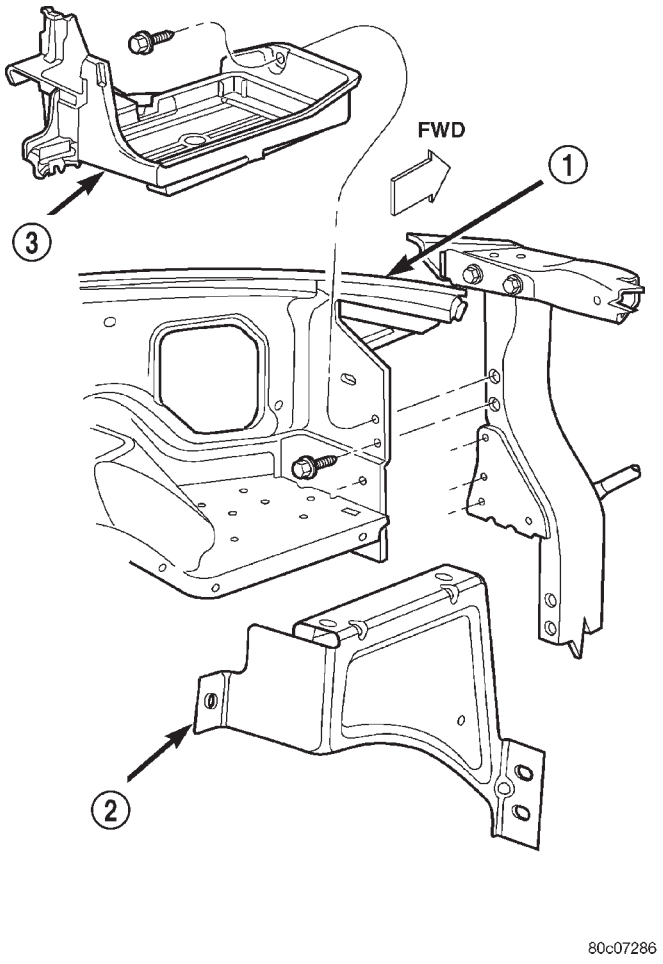


Fig. 13 Battery Tray and Support Bracket

1 – FRONT FENDER
2 – BATTERY TRAY SUPPORT BRACKET
3 – BATTERY TRAY

(15) Install wheel opening molding.
(16) Install left front wheel.
(17) Remove the support and lower the vehicle.

RIGHT FRONT FENDER

REMOVAL

(1) Disconnect battery negative cable.
(2) Raise and support the vehicle.

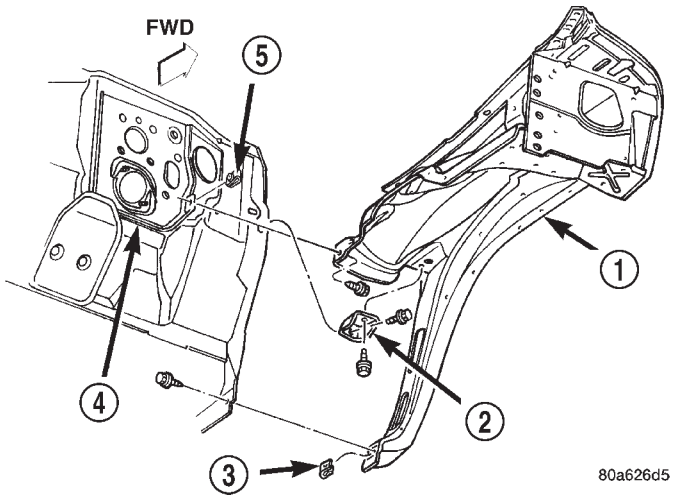


Fig. 14 Front Fender

1 – FRONT FENDER
2 – BRACKET
3 – U-NUT
4 – DASH PANEL
5 – U-NUT

(3) Remove right front wheel.
(4) Remove wheel opening molding.
(5) Remove wheelhouse liner.
(6) Remove right headlamp module.
(7) Remove air cleaner element housing.
(8) Remove powertrain control module.
(9) Disengage clips attaching wire harnesses to inner fender and wheelhouse.
(10) Remove bolt attaching fender to lower rocker panel.
(11) Remove bolts attaching fender to lower radiator closure panel (Fig. 15).
(12) Remove bolts attaching fender to hood hinge support bracket.
(13) Remove bolts attaching fender to upper cowl.
(14) Remove bolts attaching fender to upper radiator closure panel.
(15) Separate fender and wheelhouse from vehicle.

REMOVAL AND INSTALLATION (Continued)

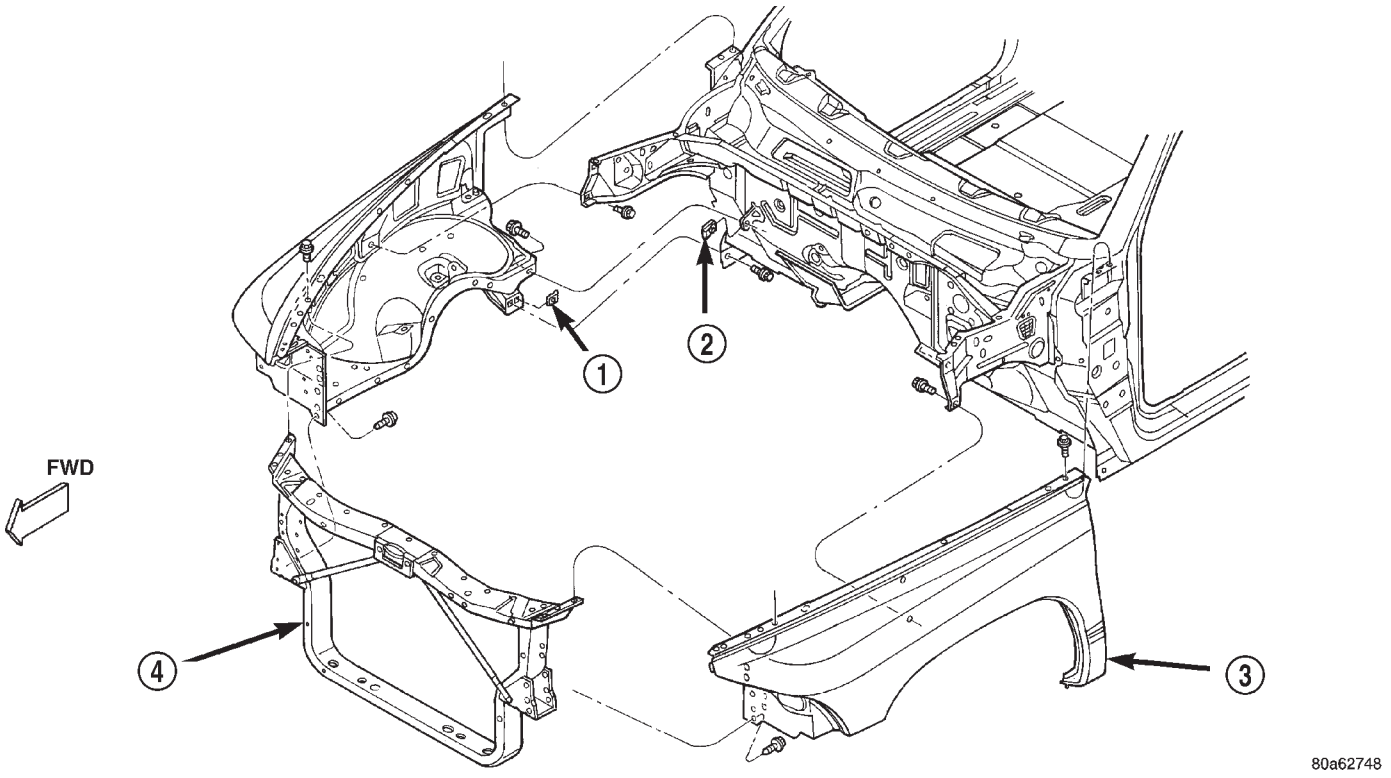


Fig. 15 Front Fender

1 – U-NUT
2 – U-NUT
3 – FRONT FENDER
4 – RADIATOR CLOSURE PANEL

INSTALLATION

(1) Position fender and wheelhouse from vehicle.
(2) Install bolts attaching fender to upper radiator closure panel.
(3) Install bolts attaching fender to upper cowl.
(4) Install bolts attaching fender to hood hinge support bracket.
(5) Install bolts attaching fender to lower radiator closure panel.
(6) Install bolt attaching fender to lower rocker panel.
(7) Position the wire harnesses on the inner fender and wheelhouse and engage clips.
(8) Install powertrain control module.
(9) Install air cleaner element housing.
(10) Install right headlamp module.
(11) Install wheelhouse liner.
(12) Install wheel opening molding.
(13) Install right front wheel.
(14) Remove the support and lower the vehicle.
(15) Connect battery negative cable.

EXTERIOR NAMEPLATES

REMOVAL

NOTE: Exterior nameplates are attached to body panels with adhesive tape.

(1) Apply a length of masking tape on the body, parallel to the top edge of the nameplate to use as a guide, if necessary.
(2) If temperature is below 21°C (70°F) warm emblem with a heat lamp or gun. Do not exceed 52°C (120°F) when heating emblem.
(3) Insert a plastic trim stick or a hard wood wedge behind the emblem to separate the adhesive backing from the body.
(4) Clean adhesive residue from body with MOPAR Super Clean solvent or equivalent.

REMOVAL AND INSTALLATION (Continued)

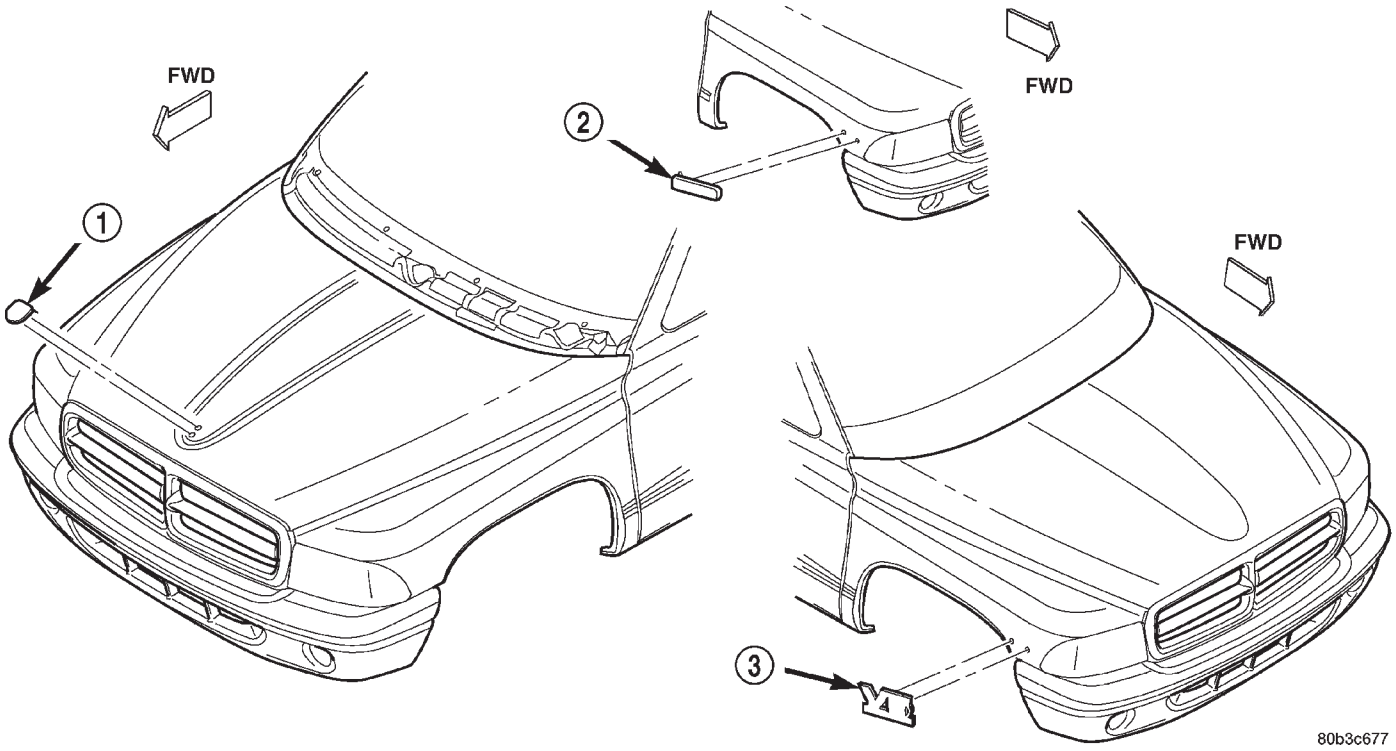


Fig. 16 Exterior Nameplates

1 – HOOD NAME PLATE
2 – MAGNUM POWER NAME PLATE
3 – ENGINE NAME PLATE

INSTALLATION

(1) Remove carrier from back of emblem.
(2) Position emblem properly on body (Fig. 16).
(3) Press emblem firmly to body with palm of hand.
(4) If temperature is below 21°C (70°F) warm emblem with a heat lamp or gun to assure adhesion. Do not exceed 52°C (120°F) when heating emblem.

SIDE VIEW MIRROR

REMOVAL

(1) Remove door trim panel.
(2) Remove mirror flag seal (Fig. 17).
(3) Disengage power mirror wire connector from door harness, if equipped (Fig. 18).
(4) Remove nuts attaching side view mirror to door frame.
(5) Separate harness grommet form door frame, if equipped.
(6) Separate side view mirror from vehicle.

INSTALLATION

(1) Position side view mirror on vehicle.
(2) Install harness grommet in door frame, if equipped.
(3) Install nuts attaching side view mirror to door frame. Tighten nuts to 7 N·m (65 in. lbs.) torque.

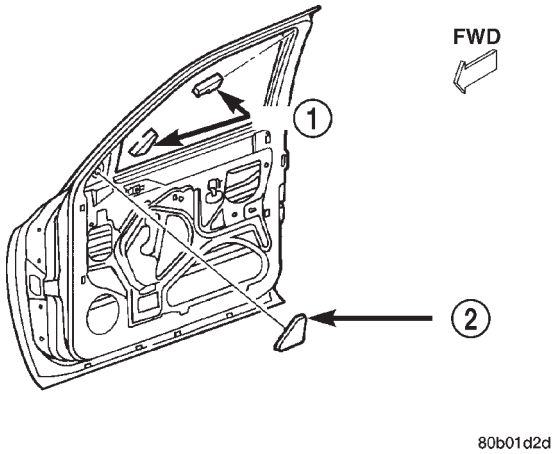


Fig. 17 Mirror Flag Door Seal

1 – STUFFERS
2 – MIRROR FLAG SEAL

(4) Engage power mirror wire connector from door harness, if equipped.
(5) Install mirror flag seal.
(6) Install door trim panel.

REMOVAL AND INSTALLATION (Continued)

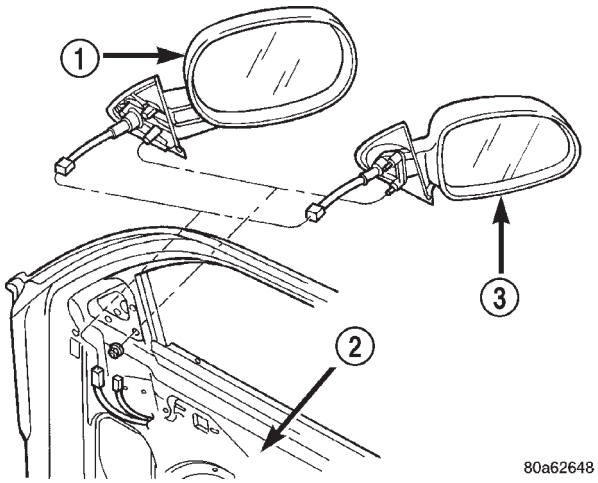


Fig. 18 Side View Mirror Connectors

1 – ELECTRIC FOLD AWAY SIDEVIEW MIRROR
2 – DOOR
3 – ELECTRIC SIDEVIEW MIRROR

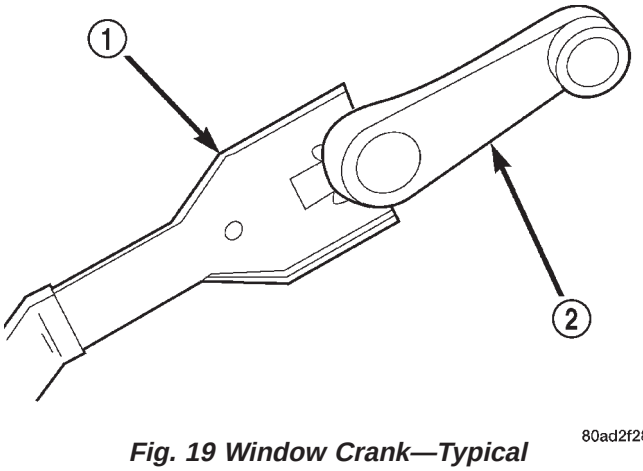


Fig. 19 Window Crank—Typical

1 – WINDOW CRANK REMOVAL TOOL
2 – WINDOW CRANK

FRONT DOOR TRIM PANEL

REMOVAL

(1) Release door latch and open door.
(2) Roll window down.
(3) Remove window crank (Fig. 19), if equipped.
(4) Remove screws attaching trim panel to door (Fig. 20) and (Fig. 21).

CAUTION: Do not forcibly pull trim panel from door, damage to trim panel may occur.

(5) Simultaneously lift upward and outward to release retainer steps from inner door panel (Fig. 22).
(6) Disengage inside handle linkage rod from inside handle.
(7) Disconnect speaker harness wire connector (Fig. 23).
(8) Disengage power mirror wire connector, if equipped (driver's side only) (Fig. 23).
(9) Disengage clips attaching power window/lock switch panel to door trim panel. Disengage wire connector from switch panel, if equipped (Fig. 24).
(10) Separate door trim panel from vehicle.

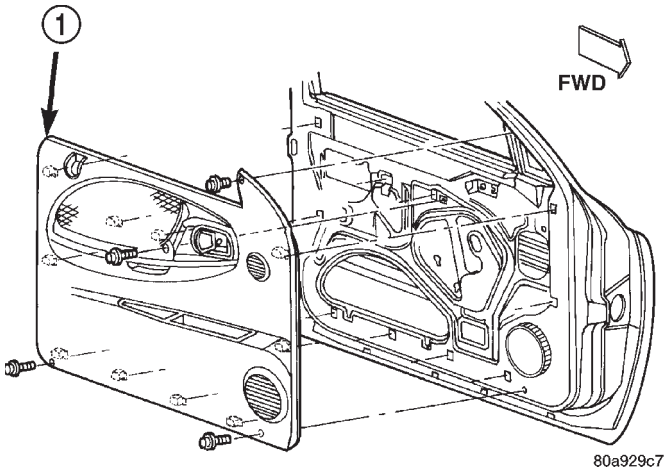


Fig. 20 Door Trim Panel

1 – TRIM PANEL

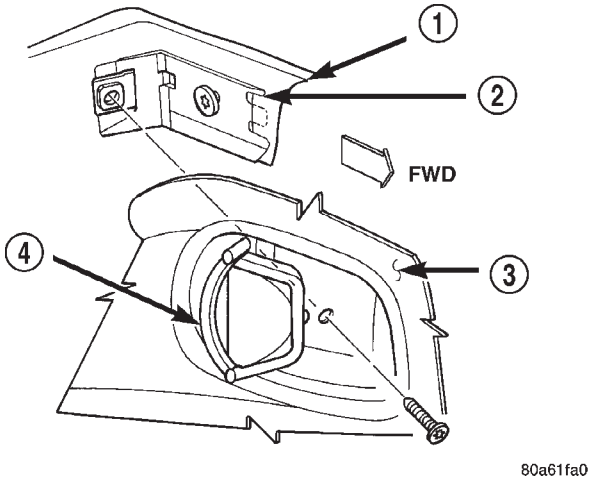


Fig. 21 Trim Panel Screw

1 – INNER DOOR PANEL
2 – INSIDE DOOR HANDLE BRACKET
3 – TRIM PANEL
4 – INSIDE DOOR HANDLE

REMOVAL AND INSTALLATION (Continued)

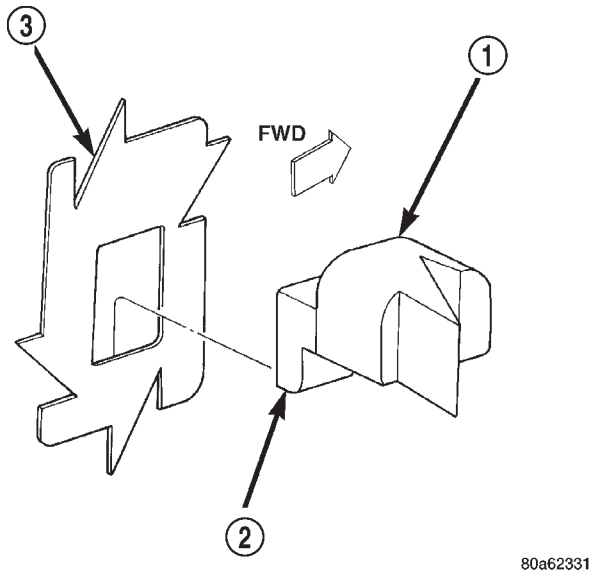


Fig. 22 Trim Panel Retainer

1 – TRIM PANEL
2 – RETAINER STEP
3 – INNER DOOR PANEL

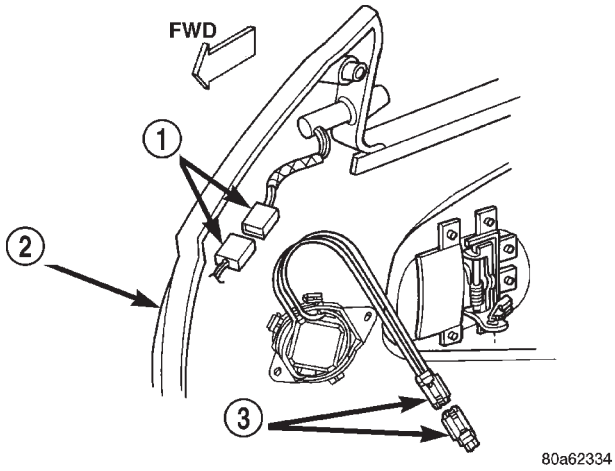


Fig. 23 Speaker And Power Mirror Connector

1 – POWER MIRROR CONNECTOR
2 – TRIM PANEL
3 – SPEAKER CONNECTOR

INSTALLATION

(1) Position trim panel at door.

(2) Engage wire connector for window/lock switch panel, if equipped. Engage clips attaching power window/lock switch panel to door trim panel.

(3) Engage power mirror wire connector, if equipped.

(4) Connect speaker harness wire connector.

(5) Engage inside handle linkage rod to inside handle.

(6) Align trim panel retainer steps with inner door panel and slide trim panel into place.

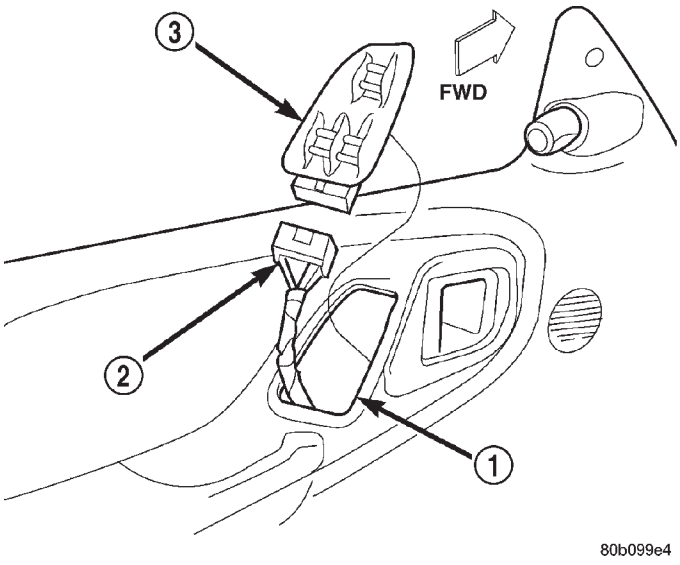


Fig. 24 Power Door Lock/Window Connector

1 – TRIM PANEL SWITCH BEZEL OPENING
2 – WIRE HARNESS CONNECTOR
3 – SWITCH AND BEZEL UNIT

(7) Install screws attaching trim panel to door.

(8) Install window crank, if equipped.

FRONT DOOR WATERDAM

REMOVAL

(1) Remove the trim panel from the door.

(2) Carefully separate the waterdam from the door inner panel at the areas with adhesive (Fig. 25). Remove the waterdam from the door inner panel.

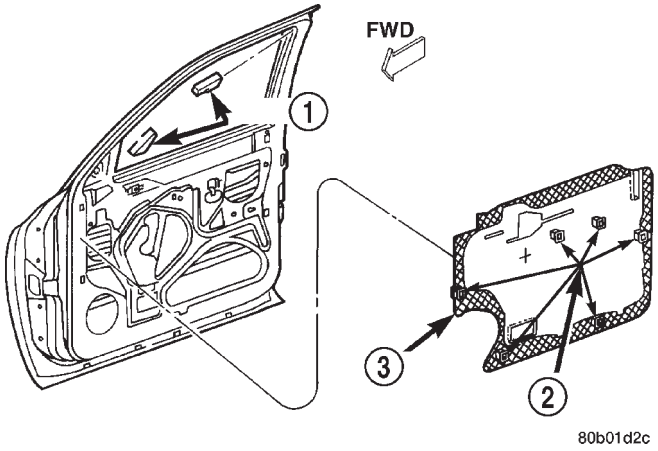


Fig. 25 Water Dam

1 – STUFFERS
2 – RETAINER STEP POCKETS
3 – WATER DAM

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Apply an appropriate adhesive/sealant to the waterdam edges before installing it.

(2) Position the waterdam on the door inner panel and press it inward at the areas with the adhesive to attach it to the inner panel.

(3) Ensure that the retainer step pockets are position correctly in the door inner panel.

(4) Install the door trim panel.

FRONT DOOR

REMOVAL

(1) Release door latch and open door.

(2) Using a suitable marker, mark the outline of the door hinges on the door end to aid installation.

(3) Remove protective boot from door wire harness connector.

(4) Disengage door wire harness connector.

(5) Support door on a suitable lifting device.

(6) While holding the door steady on lift, remove bolts and nuts attaching upper and lower door hinge to door end (Fig. 26).

(7) Separate door from vehicle.

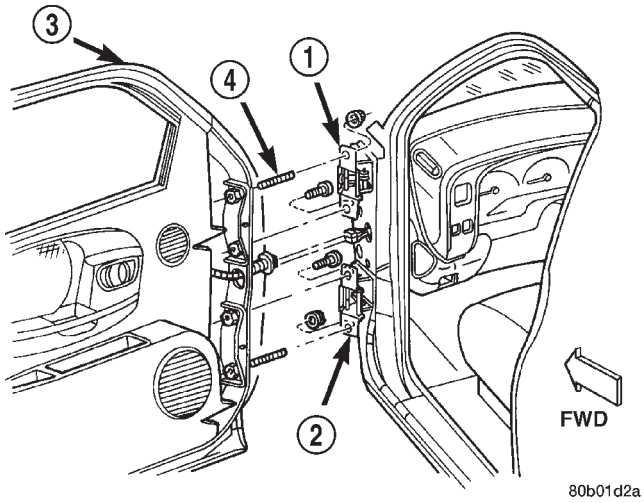


Fig. 26 Door Hinge

1 – UPPER HINGE
2 – LOWER HINGE
3 – DOOR
4 – STUD

INSTALLATION

(1) Support door on a suitable lifting device.

(2) Position door on vehicle and align with marks.

(3) Install bolts and nuts attaching upper and lower door hinge to door end. Tighten fasteners to 28 N·m (21 ft. lbs.) torque.

(4) Engage door wire harness connector.

(5) Install protective boot on door wire harness connector.

FRONT DOOR HINGE

The hinge pin is not serviceable. Replace the hinge if the hinge pin is damaged.

REMOVAL

(1) Release door latch and open door.

(2) Support door on a suitable lifting device.

(3) Using a suitable marker, mark the outline of the door hinge on the hinge pillar and door end frame to aid installation.

(4) Remove bolts attaching hinge to door.

(5) Remove cowl trim panel.

(6) Remove the instrument panel. Refer to Group 8E, Instrument Panel Systems for service procedures (Upper hinge only).

(7) Remove heater box (Right upper hinge only).

(8) Remove parking brake pedal assembly. (Left upper hinge only).

(9) Remove hidden bolt attaching door hinge to hinge pillar (Fig. 27).

(10) Remove bolts attaching door hinge to hinge pillar.

(11) Separate door hinge from vehicle.

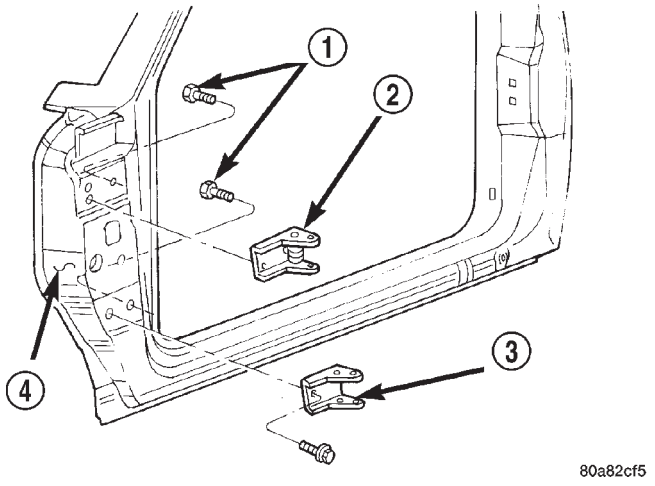


Fig. 27 Door Hinge

1 – HIDDEN BOLT
2 – UPPER HINGE
3 – LOWER HINGE
4 – HINGE PILLAR

INSTALLATION

(1) If necessary, paint replacement door hinge before installation.

(2) Position door hinge on hinge pillar using alignment marks.

(3) Install bolts attaching door hinge to hinge pillar. Tighten bolts to 28 N·m (21 ft. lbs.) torque.

(4) Install hidden bolt attaching door hinge to hinge pillar. Tighten bolt to 28 N·m (21 ft. lbs.) torque.

(5) If removed, install the heater box.

REMOVAL AND INSTALLATION (Continued)

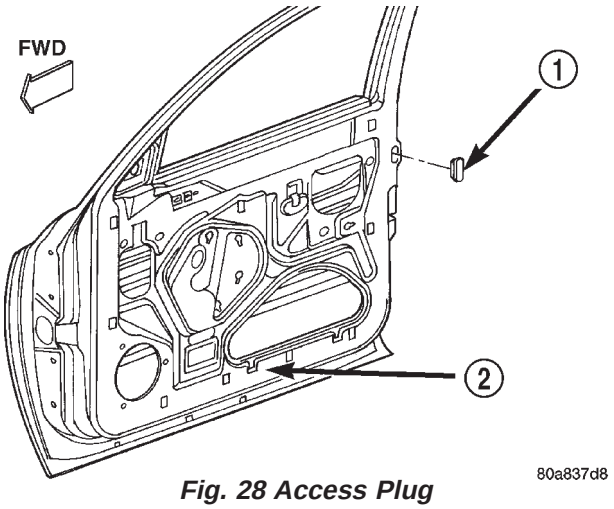


Fig. 28 Access Plug

1 – ACCESS PLUG
2 – DOOR

(6) If removed, install the instrument panel. Refer to Group 8E, Instrument Panel Systems for service procedures.

(7) Install cowl trim panel.

(8) Install bolts attaching hinge to door. Tighten bolts to 28 N·m (21 ft. lbs.) torque.

FRONT DOOR OUTSIDE HANDLE

REMOVAL

(1) Remove door trim panel.

(2) Remove water dam as necessary to gain access to door handle.

(3) Roll glass up.

(4) Remove fastener access plug from door end panel (Fig. 28).

(5) Disengage lock cylinder to latch rod from the latch (Fig. 29).

(6) Disengage outside handle to latch rod from the latch.

(7) Remove nuts attaching outside door handle to door.

(8) Separate outside handle from the door.

INSTALLATION

(1) Position outside handle in the door.

(2) Install nuts attaching outside door handle to door. Tighten the nuts to 5.0 N·m (45 in. lbs) torque.

(3) Engage outside handle to latch rod to the latch.

(4) Engage lock cylinder to latch rod to the latch.

(5) Install fastener access plug in the door end panel.

(6) Install water dam.

(7) Install door trim panel.

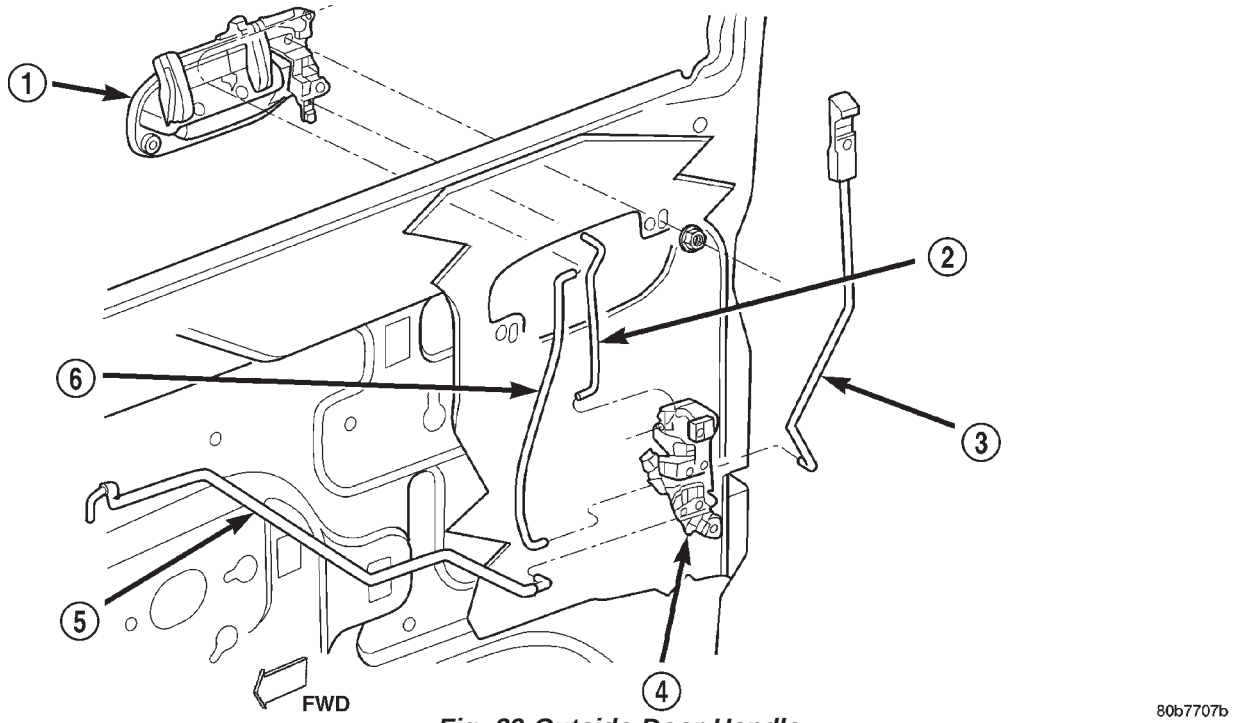


Fig. 29 Outside Door Handle

1 – OUTSIDE HANDLE
2 – LOCK CYLINDER TO LATCH ROD
3 – LOCK BUTTON TO LATCH ROD
4 – LATCH
5 – INSIDE HANDLE TO LATCH ROD
6 – OUTSIDE HANDLE TO LATCH ROD

REMOVAL AND INSTALLATION (Continued)

FRONT DOOR LOCK CYLINDER

REMOVAL

(1) Remove door trim panel.
(2) Remove outside handle.
(3) Disengage lock cylinder to latch rod from the lock cylinder.
(4) Using a small flat blade, pry lock cylinder retaining clip from lock cylinder housing/outside handle (Fig. 30).
(5) Push lock cylinder out of lock cylinder housing/outside handle.

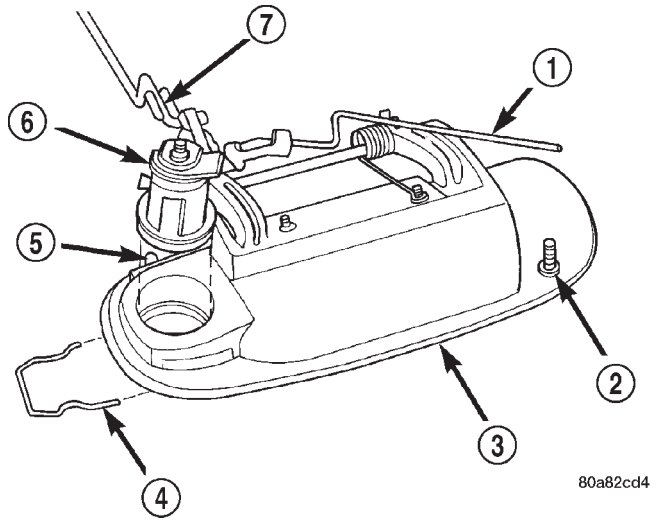


Fig. 30 Lock Cylinder

1 – LOCK CYLINDER TO LATCH ROD
2 – STUD
3 – OUTSIDE HANDLE
4 – RETAINING CLIP
5 – STUD
6 – LOCK CYLINDER
7 – LOCK BUTTON ROD

INSTALLATION

(1) Push lock cylinder into lock cylinder housing/outside handle. Ensure the lock cylinder is fully seated in the handle.
(2) Install lock cylinder retaining clip. Ensure the clip is fully seated.
(3) Engage lock cylinder to latch rod to the lock cylinder.
(4) Install outside handle.
(5) Install door trim panel.

LOCK CYLINDERS

Ignition, door, deck lid, and rear hatch lock cylinders are all codable to the key. Lock barrels, tumblers, and tumbler springs are available to allow the technician to change replacement locks cylinders to match the customer's original key set. See the appropriate section in this manual for lock cylinder removal. See the Mopar® catalogue for part numbers and lock coding procedures.

FRONT DOOR LATCH

REMOVAL

(1) Remove door trim panel.
(2) Peel back water dam as necessary.
(3) For access to latch, roll up glass and remove bolts attaching rearward glass run channel to door. Move and secure glass run channel.
(4) Remove screws attaching latch to door shut face (Fig. 31).
(5) Disengage wire harness connector for power door locks, if equipped.
(6) Disengage lock button to latch rod from the latch.
(7) Disengage lock cylinder to latch rod from the latch (Fig. 29).
(8) Disengage inside handle to latch rod from the latch.
(9) Disengage outside handle to latch rod from the latch.
(10) Separate latch from door.

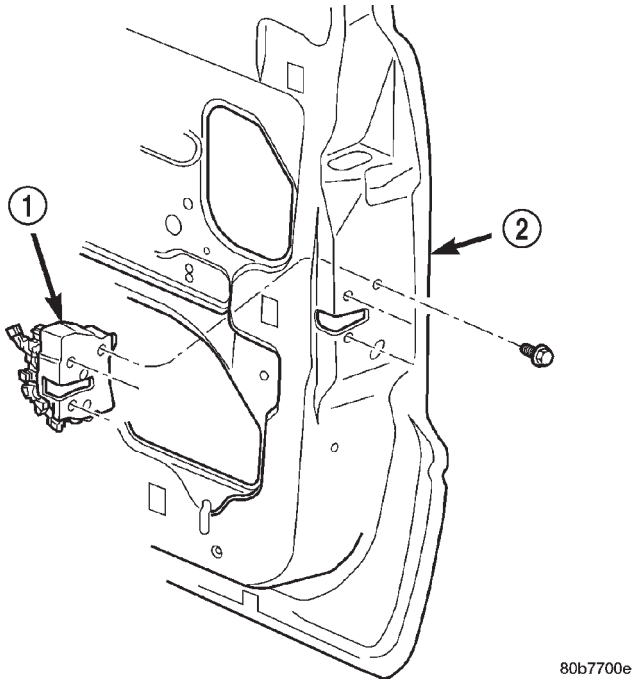


Fig. 31 Latch

1 – LATCH
2 – DOOR

INSTALLATION

(1) Engage latch rod to outside handle.
(2) Engage inside handle to latch rod to the latch.
(3) Engage lock cylinder to latch rod to the latch.
(4) Engage lock button to latch rod to the latch.

REMOVAL AND INSTALLATION (Continued)

(5) Position latch in door.
(6) Install screws attaching latch to door shut face. Tighten the screws to 9.6 N·m (85 in. lbs.) torque.
(7) Engage outside handle to latch rod to the latch.
(8) Engage wire harness connector for power door locks, if equipped.
(9) Install rearward glass run channel.
(10) Install water dam.
(11) Install door trim panel.
(12) Using the access hole in the door shut face, loosen the latch adjustment screw and ensure the outside door handle is flush with door outer panel. Tighten the adjustment screw.

FRONT DOOR LATCH STRIKER

REMOVAL

(1) Use a wax crayon or equivalent and mark the position of the striker on the B-pillar.
(2) Remove the screws attaching the striker and spacer to the B-pillar (Fig. 32).
(3) Separate the striker from the B-pillar.

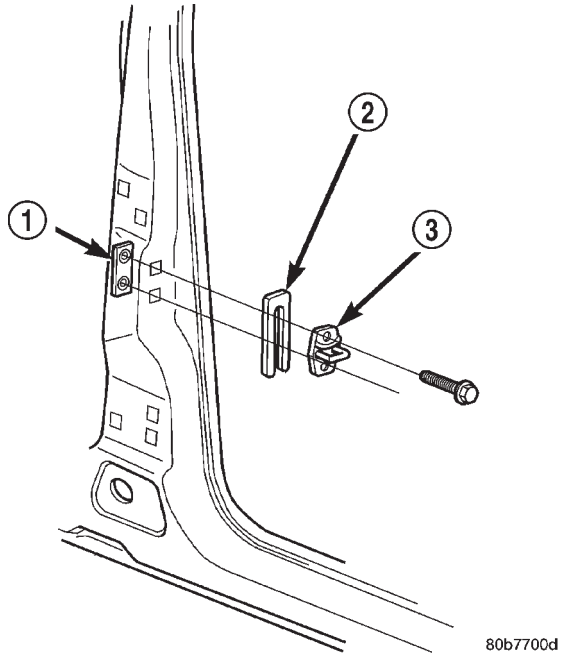


Fig. 32 Front Door Latch Striker

1 – TAPPING PLATE
2 – SPACER
3 – STRIKER

INSTALLATION

(1) Using the alignment marks, position the spacer and striker on the B-Pillar.
(2) Install the screws. Tighten the screw to 28.2 N·m (250 in. lbs.) torque.

FRONT DOOR INSIDE HANDLE ACTUATOR

The front door inside handle actuator is heat staked to the trim panel. If the handle needs servicing, refer to the heat staking procedure located in this section.

FRONT DOOR INNER BELT WEATHERSTRIP

REMOVAL

(1) Remove screws attaching trim panel to door.
(2) Lift trim panel up and over inner belt seal.
(3) Peel seal from door (Fig. 33).

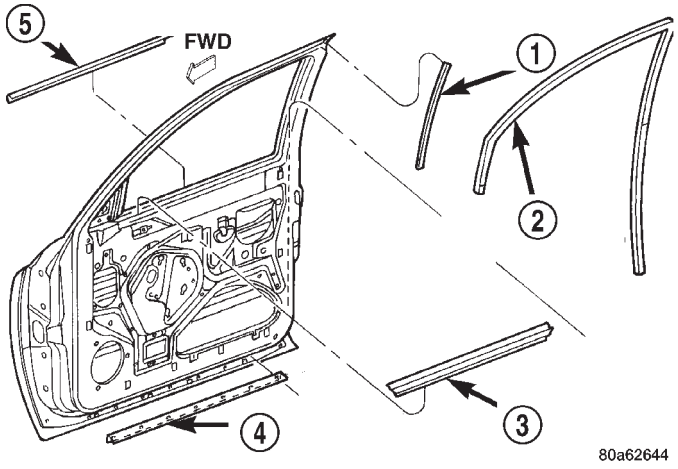


Fig. 33 Front Door Weatherstrip/Seals

1 – B-PILLAR SECONDARY SEAL
2 – GLASS RUN WEATHERSTRIP
3 – INNER BELT WEATHERSTRIP
4 – SECONDARY SEAL
5 – OUTER BELT WEATHERSTRIP

INSTALLATION

(1) Slide seal into position on door.
(2) Position trim panel over inner belt seal and install screws.

FRONT DOOR OUTER BELT WEATHERSTRIP

REMOVAL

(1) Lower glass.
(2) Lift rearward corner of weatherstrip and slide weatherstrip rearward (Fig. 33).

INSTALLATION

(1) Lightly lubricate weatherstrip with silicone and slide weatherstrip behind mirror.
(2) Push weatherstrip down to seat onto door.

FRONT DOOR GLASS

REMOVAL

(1) Remove door trim panel.

REMOVAL AND INSTALLATION (Continued)

(2) Remove water dam as necessary to gain access to glass regulator arm.
(3) Remove inner door belt weatherstrip.
(4) Remove outer door belt weatherstrip.
(5) Lower glass to full down position and align glass regulator arm with access holes in inner door panel.
(6) Remove front glass run channel.
(7) Remove nuts attaching glass channel to regulator arm (Fig. 34).
(8) Separate glass from regulator arm.
(9) Lift glass upward and out of opening at top of door.

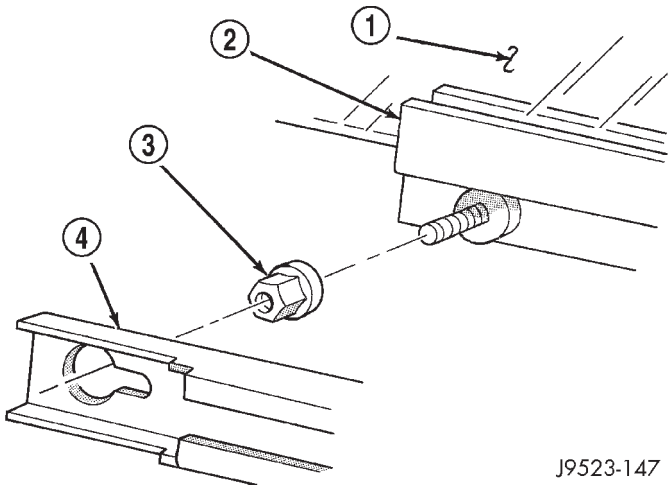


Fig. 34 Door Glass

1 – GLASS
2 – GLASS CHANNEL
3 – NUT
4 – REGULATOR ARM

INSTALLATION

(1) Slowly lower glass into door.
(2) Position glass in regulator arm.
(3) Install front glass run channel.
(4) Install nuts attaching glass channel to regulator arm.
(5) Ensure glass is aligned in run channels and tighten run channel bolts.
(6) Install outer door belt weatherstrip.
(7) Install inner door belt weatherstrip.
(8) Install water dam.
(9) Install door trim panel.

FRONT DOOR WINDOW REGULATOR

REMOVAL

(1) Remove door trim panel.
(2) Remove water dam as necessary to access window regulator.
(3) Remove glass from door.
(4) Disengage power window motor wire connector from door harness, if equipped (Fig. 35).
(5) Loosen bolts in slotted holes attaching regulator to door inner panel (Fig. 36).
(6) Remove bolts attaching window regulator to inner door panel.
(7) Extract window regulator through access hole in inner door panel.
(8) Separate window regulator from door panel.

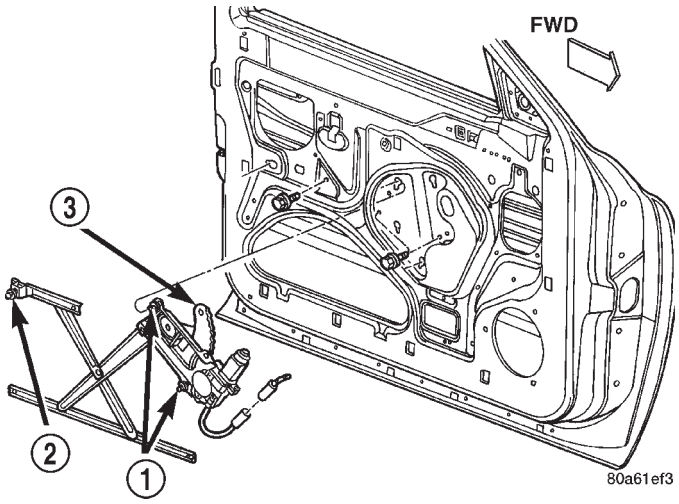


Fig. 35 Power Regulator

1 – SCREW
2 – SCREW
3 – POWER WINDOW REGULATOR

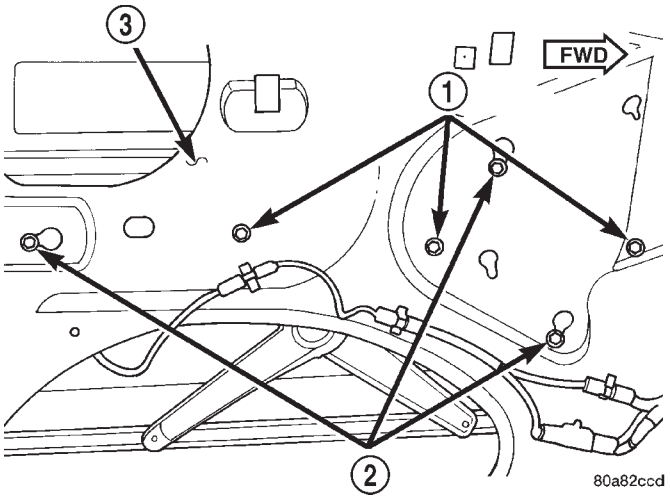


Fig. 36 Power Regulator Bolts

1 – REMOVE BOLTS
2 – LOOSEN BOLTS
3 – DOOR INNER PANEL

INSTALLATION

(1) Position regulator in door and align bolts with slotted holes in door inner panel.

REMOVAL AND INSTALLATION (Continued)

(2) Install bolts attaching window regulator to inner door panel.
(3) Engage power window motor wire connector to door harness, if equipped.
(4) Install glass in door.
(5) Install outer belt weatherstrip.
(6) Install inner belt weatherstrip.
(7) Install water dam.
(8) Install door trim panel.
(9) Verify operation.

FRONT DOOR LOWER GLASS RUN CHANNELS

REMOVAL

(1) Remove trim panel.
(2) Remove water dam as necessary to access lower run channels.
(3) Remove bolts attaching lower glass run channels to door panel (Fig. 37).
(4) Remove glass.
(5) Slide lower run channels downward to disengage from upper run channels.
(6) Remove lower run channels from door.

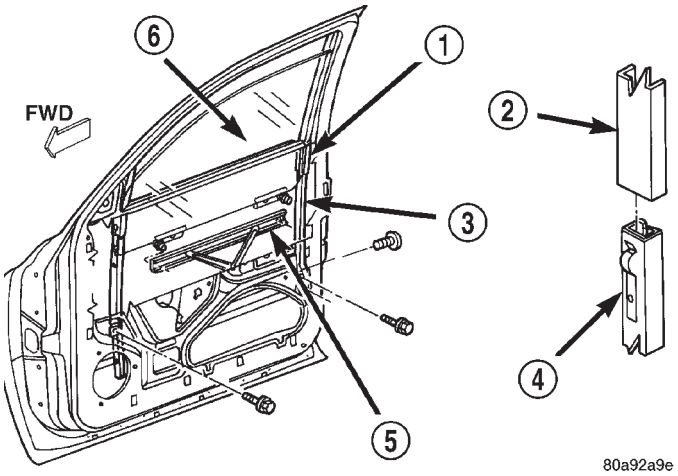


Fig. 37 Lower Glass Run Channels

1 – UPPER GLASS RUN CHANNEL
2 – UPPER CHANNEL
3 – LOWER GLASS RUN CHANNEL
4 – LOWER CHANNEL
5 – REGULATOR
6 – DOOR GLASS

INSTALLATION

(1) Position lower run channels in door.
(2) Slide lower run channels upward to engage into upper run channels.
(3) Install glass.
(4) Install bolts attaching lower glass run channels to door panel.
(5) Install water dam.
(6) Install trim panel.

FRONT DOOR GLASS RUN WEATHERSTRIP

REMOVAL

(1) Remove door trim panel.
(2) Remove water dam as necessary to access lower glass run channels.
(3) Remove the bolts attaching the glass run channels.
(4) Remove glass.
(5) Pull the glass run weatherstrip and run channels from the window opening (Fig. 33).
(6) Pull the glass run weatherstrip from the run channels.

INSTALLATION

(1) Install the glass run weatherstrip in the run channels.
(2) Install the glass run weatherstrip in the window opening.
(3) Position the run channels in the door.
(4) Install glass.
(5) Install the glass run channels.
(6) Install inner belt weatherstrip.
(7) Install outer belt weatherstrip.
(8) Install door trim panel.

FRONT DOOR SEAL

REMOVAL

(1) Remove A-pillar trim.
(2) Remove cowl panel and sill cover.
(3) Remove upper turning loop anchor bolt.
(4) Pull B-pillar trim/quarter panel trim outward to access weatherstrip.
(5) Pull weatherstrip from pinch flange around door opening (Fig. 38).

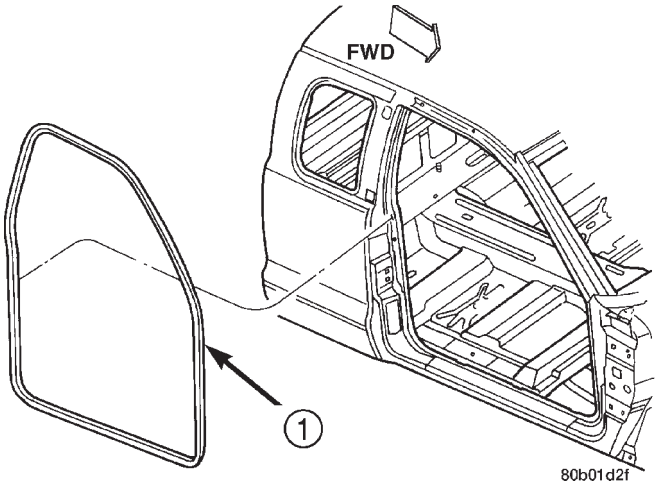


Fig. 38 Door Seal

1 – DOOR SEAL

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Position the weatherstrip on the pinch flange around door opening and press into place.
(2) Press into place B-pillar trim/quarter panel trim.
(3) Install upper turning loop anchor bolt.
(4) Install cowl panel and sill cover. Ensure the clips attaching the sill cover to the door sill are fully seated.
(5) Install A-pillar trim.

FRONT DOOR SECONDARY SEAL

REMOVAL

The secondary seal is attached with two sided adhesive tape.
(1) Separate the secondary seal and the tape from the inner door panel. (Fig. 33).

INSTALLATION

(1) Clean the inner door panel seal area with MOPAR Super Kleen solvent or equivalent.
(2) Peel the carrier from the seal, position the seal on the inner door panel and press firmly in place.

REAR DOOR

Removal

(1) Remove B-pillar trim.
(2) Disconnect door wire harness connector.
(3) Support door on suitable stand.
(4) Using a wax crayon or equivalent, mark hinge position on B-pillar.
(5) Remove bolts attaching hinge to B-pillar (Fig. 39).

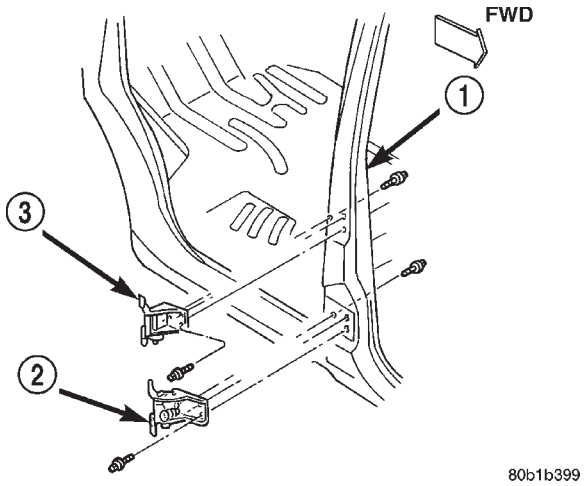


Fig. 39 Rear Door Hinge

1 – B-PILLAR
2 – LOWER HINGE
3 – UPPER HINGE

Installation

(1) Align and position door on vehicle.
(2) Install bolts attaching hinge to B-pillar (Fig. 39). Tighten bolts to 28 N·m (20 ft. lbs.) torque.
(3) Connect door wire harness connector.
(4) Install B-pillar trim.

REAR DOOR HINGE

REMOVAL

(1) Remove B-pillar trim.
(2) Disconnect door wire harness connector.
(3) Support door on suitable stand.
(4) Using a wax crayon or equivalent, mark hinge position on B-pillar.
(5) Remove bolts attaching hinge to B-pillar (Fig. 39).
(6) Separate door from vehicle.
(7) Using a wax crayon or equivalent, mark hinge position on door.
(8) Remove bolts attaching hinge to door.

INSTALLATION

(1) Align and position hinge on door.
(2) Install bolts attaching hinge to door. Tighten bolts to 28 N·m (20 ft. lbs.) torque.
(3) Align and position door on vehicle.
(4) Install bolts attaching hinge to B-pillar (Fig. 39). Tighten bolts to 28 N·m (20 ft. lbs.) torque.
(5) Connect door wire harness connector.
(6) Install B-pillar trim.

REAR DOOR TRIM PANEL

REMOVAL

(1) Release door latch and open door.
(2) Roll window down.
(3) Remove window crank (Fig. 40), if equipped.
(4) Remove screws attaching trim panel to door.

CAUTION: Do not forcibly pull trim panel from door, damage to trim panel may occur.

(5) Simultaneously lift upward and outward to release retainer steps from inner door panel (Fig. 41).
(6) Disengage inside handle linkage rod from inside handle.
(7) Disconnect power widow/lock harness connector, if equipped (Fig. 42).
(8) Separate door trim panel from vehicle.
(9) If necessary, pull upper trim extension outward to disengage from rear door.

INSTALLATION

(1) If removed, install upper trim extension on rear door.

REMOVAL AND INSTALLATION (Continued)

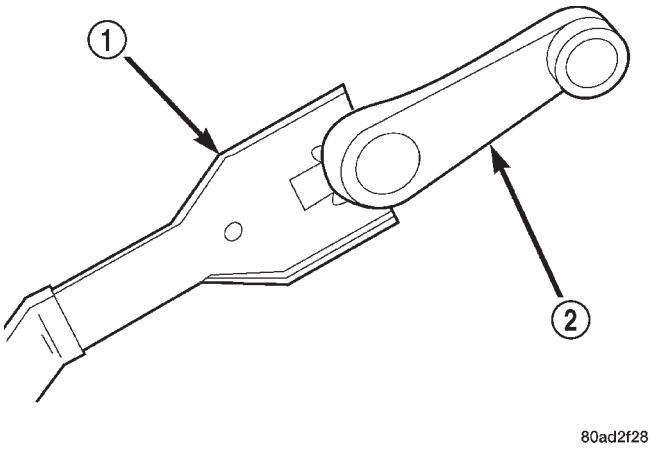


Fig. 40 Window Crank—Typical

1 – WINDOW CRANK REMOVAL TOOL
2 – WINDOW CRANK

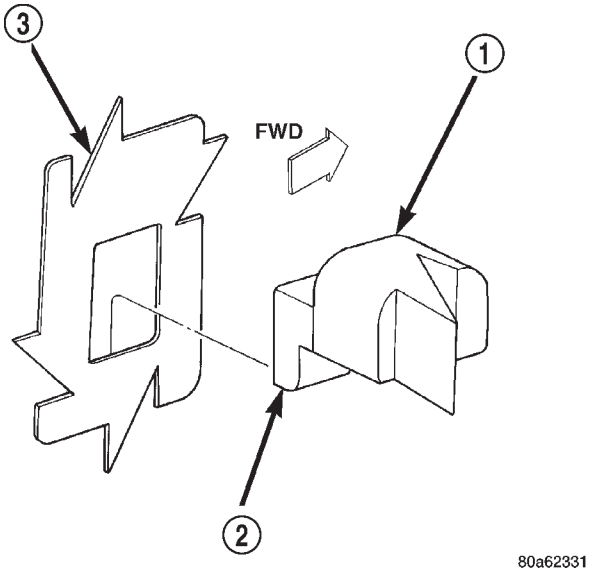


Fig. 41 Trim Panel Retainer

1 – TRIM PANEL
2 – RETAINER STEP
3 – INNER DOOR PANEL

(2) Position trim panel at door.
(3) Engage harness connector for power window/lock, if equipped.
(4) Engage inside handle linkage rod to inside handle.
(5) Align trim panel retainer steps with inner door panel and slide trim panel into place.
(6) Install screws attaching trim panel to door.
(7) Install window crank, if equipped.

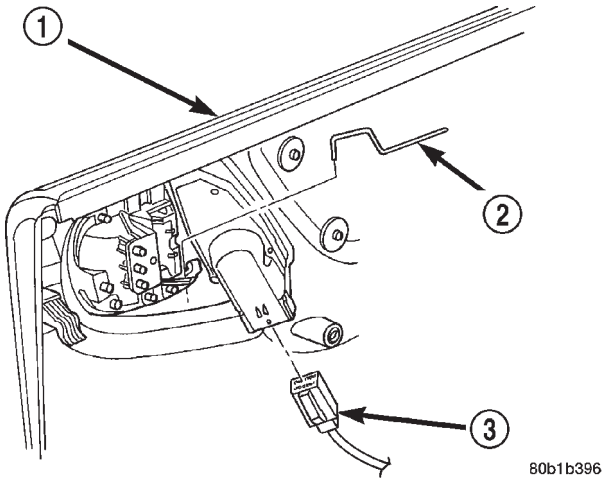


Fig. 42 Power Window/Lock Connector

1 – TRIM PANEL
2 – INSIDE HANDLE LATCH ROD
3 – POWER WINDOW/LOCK CONNECTOR

REAR DOOR WATERDAM

REMOVAL

(1) Remove door trim panel.
(2) Peel the waterdam from the door.
(3) Route the latch rods and wire harnesses through the waterdam.
(4) Separate the waterdam from the door inner panel (Fig. 43).

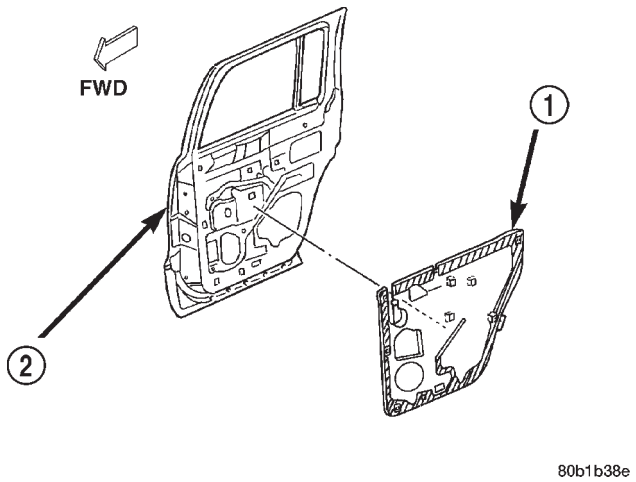


Fig. 43 Rear Door Waterdam

1 – WATER DAM
2 – REAR DOOR

INSTALLATION

(1) Route the latch rods and wire harnesses through the waterdam.
(2) Position the waterdam on the door, apply adhesive as necessary and press into place.
(3) Install door trim panel.

REMOVAL AND INSTALLATION (Continued)

REAR DOOR LATCH STRIKER

REMOVAL

(1) Use a wax crayon or equivalent and mark position of striker on C-pillar.
(2) Remove bolts attaching striker and shim to C-pillar.
(3) Separate striker from C-pillar.

INSTALLATION

(1) Using alignment marks, position shim and striker on C-Pillar.
(2) Install bolts. Tighten bolts to 28 N·m (20 ft. lbs.) torque.

REAR DOOR LATCH

REMOVAL

(1) Remove trim panel.
(2) Peel waterdam back to access latch.
(3) Disconnect latch rods from latch (Fig. 44).
(4) Disconnect the latch harness connector.
(5) Remove screws attaching latch to rear door (Fig. 45).

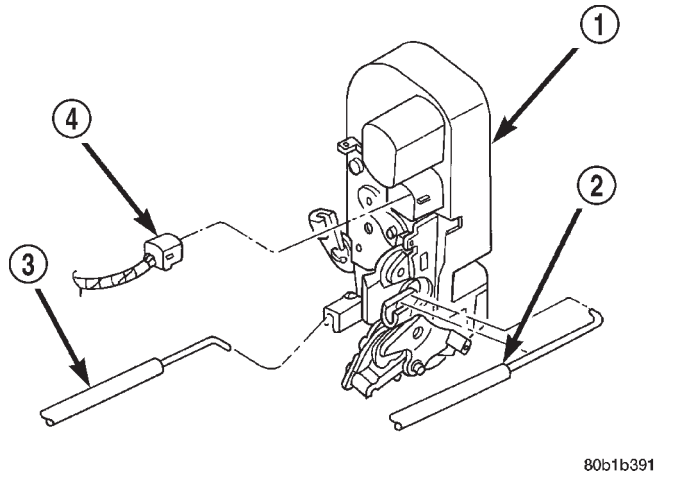


Fig. 44 Rear Door Latch Rods

1 – LATCH
2 – LATCH ROD
3 – LATCH ROD
4 – CONNECTOR

INSTALLATION

(1) Connect the latch harness connector.
(2) Install screws attaching latch to rear door.
(3) Connect latch rods to latch.
(4) Install waterdam.
(5) Install trim panel.

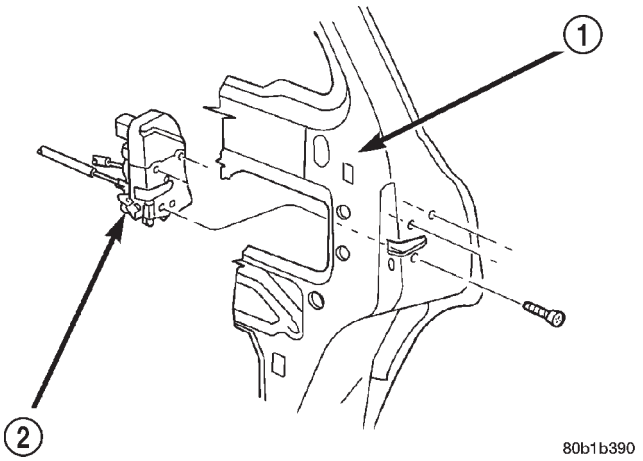


Fig. 45 Rear Door Latch

1 – REAR DOOR
2 – LATCH

REAR DOOR OUTSIDE HANDLE

REMOVAL

(1) Remove trim panel.
(2) Peel back waterdam to access outside handle.
(3) Remove glass run channel.
(4) Disconnect latch rod (Fig. 46).
(5) Remove nuts attaching handle to outer door panel (Fig. 47).
(6) Separate outside handle from rear door.

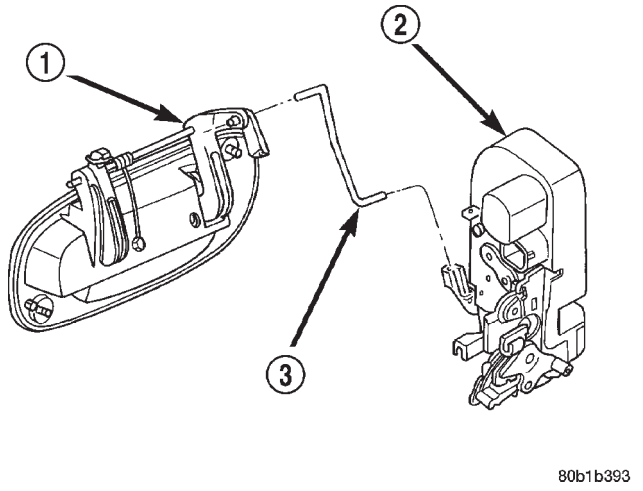


Fig. 46 Latch Rod

1 – OUTSIDE HANDLE
2 – LATCH
3 – LATCH ROD

INSTALLATION

(1) Position outside handle in rear door.
(2) Install nuts attaching handle to outer door panel (Fig. 47).
(3) Connect latch rod (Fig. 46).

REMOVAL AND INSTALLATION (Continued)

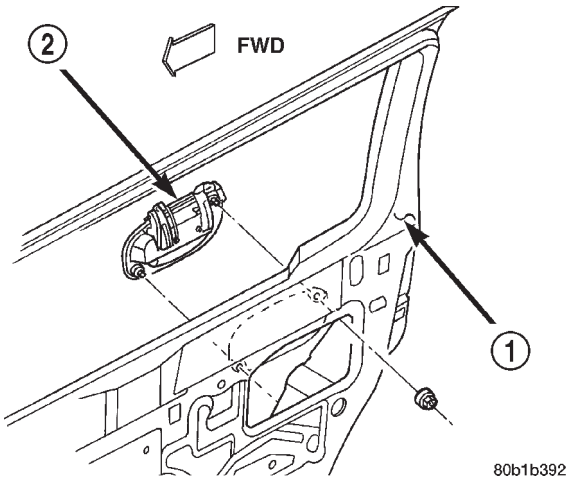


Fig. 47 Rear Door Outside Handle

1 – REAR DOOR
2 – HANDLE

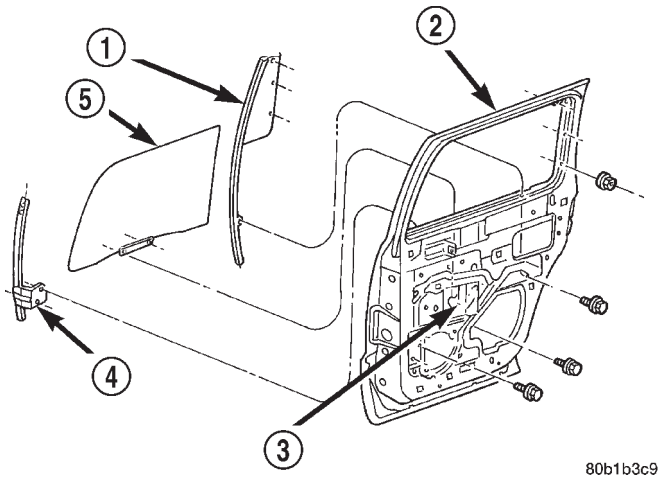


Fig. 48 Rear Door Glass Run Channels

1 – RUN CHANNEL WITH STATIONARY GLASS
2 – REAR DOOR
3 – REGULATOR
4 – RUN CHANNEL
5 – DOOR GLASS

(4) Install glass run channel.
(5) Install waterdam.
(6) Install trim panel.

REAR DOOR INSIDE HANDLE ACTUATOR

The rear door inside handle actuator is heat staked to the trim panel. If the handle needs servicing, refer to the heat staking procedure located in this section.

REAR DOOR GLASS RUN CHANNELS

REMOVAL

(1) Remove trim panel.
(2) Remove waterdam.
(3) Ensure glass is in full up position and supported. Remove bolts attaching the run channels to door inner panel (Fig. 48).
(4) Remove speaker, if necessary.
(5) Separate run channels from door.

INSTALLATION

(1) Position run channels in door.
(2) Install bolts attaching the run channels to door inner panel (Fig. 48).
(3) Install speaker, if necessary.
(4) Install waterdam.
(5) Install trim panel.

REAR DOOR GLASS RUN WEATHERSTRIP

REMOVAL

(1) Remove trim panel.
(2) Remove inner beltline weatherstrip.
(3) Remove outer beltline weatherstrip.
(4) Pull weatherstrip from door frame and divider bar channel (Fig. 49).

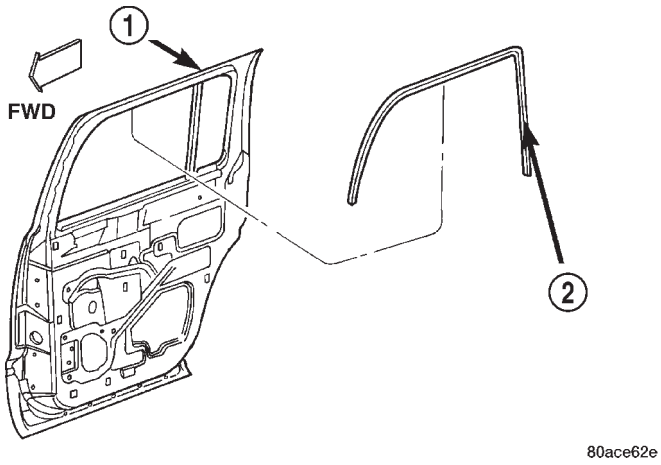


Fig. 49 Glass Run Weatherstrip

1 – REAR DOOR
2 – GLASS RUN WEATHERSTRIP

INSTALLATION

(1) Position weatherstrip in door frame and divider bar channel.
(2) Install outer beltline weatherstrip.
(3) Install inner beltline weatherstrip.
(4) Install trim panel.

REAR DOOR INNER BELT WEATHERSTRIP

REMOVAL

(1) Remove trim panel.
(2) Pull weatherstrip from inner door panel (Fig. 50).

REMOVAL AND INSTALLATION (Continued)

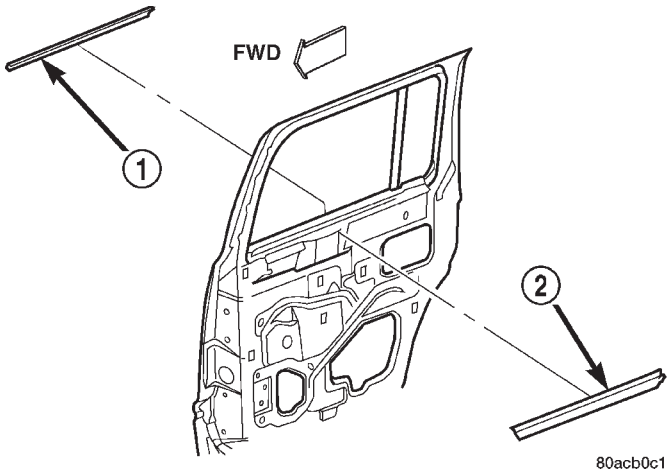


Fig. 50 Inner/Outer Belt Weatherstrip

1 – OUTER BELT WEATHERSTRIP
2 – INNER BELT WEATHERSTRIP

INSTALLATION

(1) Position weatherstrip on inner door panel (Fig. 50).
(2) Press into place.
(3) Install trim panel.

REAR DOOR OPENING WEATHERSTRIP

REMOVAL

(1) Remove door sill trim.
(2) Loosen upper and lower B-pillar trim to access weatherstrip.
(3) Remove C-pillar trim.
(4) Pull quarter panel trim outward to access weatherstrip.
(5) Pull weatherstrip from pinch flange around door opening.

INSTALLATION

(1) Clean pinch flange
(2) Position the weatherstrip on the pinch flange around door opening and press into place.
(3) Install quarter panel trim.
(4) Install C-pillar trim.
(5) Install B-pillar trim.
(6) Install door sill trim. Ensure the clips attaching the sill trim to the door sill are fully seated.
(7) Install A-pillar trim.

REAR DOOR OUTER BELT WEATHERSTRIP

REMOVAL

(1) Lower glass.
(2) Lift corner of weatherstrip upward and remove weatherstrip from outer door panel.

INSTALLATION

(1) Position weatherstrip on outer door panel.
(2) Press into place.
(3) Raise glass.

REAR DOOR SECONDARY SEAL

REMOVAL

(1) Separate the secondary seal from the inner door panel

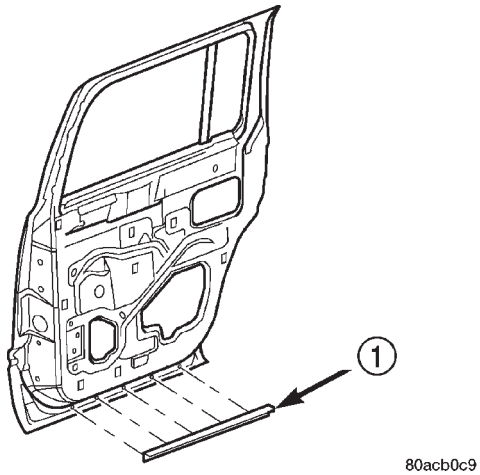


Fig. 51 Rear Door Secondary Seal

1 – REAR DOOR SILL SECONDARY SEAL

INSTALLATION

(1) Thoroughly clean the area of old adhesive. Use Mopar Super Kleen or equivalent.
(2) Position the secondary seal on the inner door panel.

REAR DOOR GLASS

REMOVAL

(1) Remove the door outer trim panel.
(2) Remove inner and outer beltline weatherstrip.
(3) Remove the door waterdam. Remove the radio speaker, if equipped.
(4) Lower the window glass enough to access the regulator bolt. (Fig. 52)
(5) Remove the window glass to regulator bolts.
(6) Raise the window glass manually.
(7) Remove the front lower glass run channel.
(8) Lower the glass.
(9) Using a trim stick or other suitable device, pry up the inside edge of the quarter glass trim. (Fig. 53)
(10) Partially remove front upper window weatherstrip.
(11) Raise the glass and remove.

INSTALLATION

(1) Lower the glass into the door.

REMOVAL AND INSTALLATION (Continued)

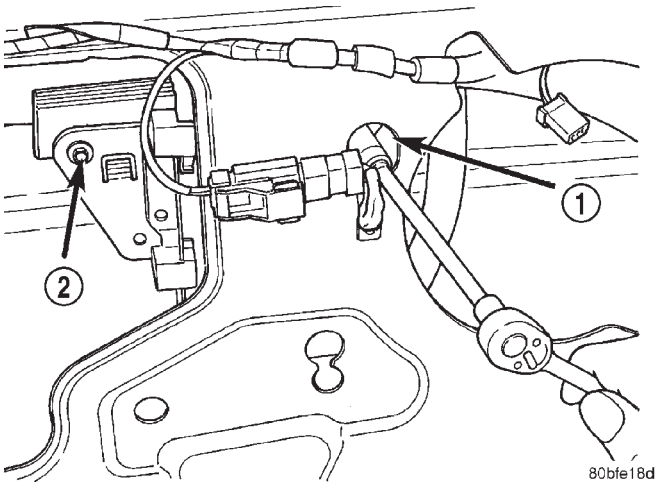


Fig. 52 Window Regulator Bolt Access

1 – GLASS TO REGULATOR BOLT ACCESS
2 – GLASS TO REGULATOR BOLT

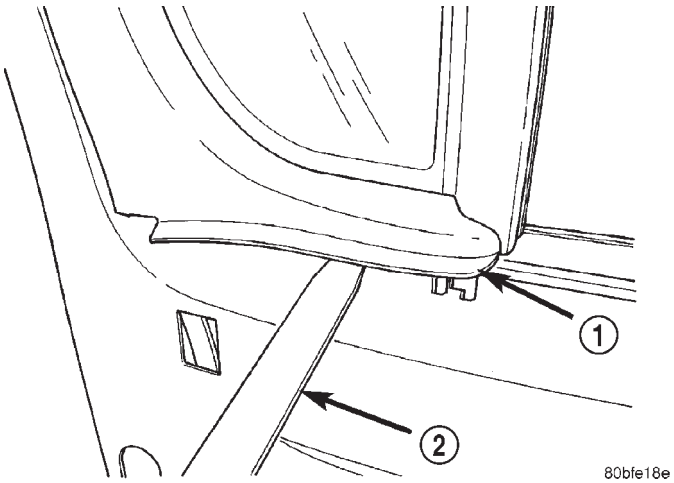


Fig. 53 Quarter Window Trim

1 – QUARTER GLASS TRIM
2 – TRIM STICK

(2) Install the front glass weatherstrip and the quarter glass trim.
(3) Raise the glass manually and secure in the door frame.
(4) Install the front lower glass channel.
(5) Lower the glass and install the regulator bolts.
(6) Cycle the glass to ensure proper operation.
(7) Install the waterdam and radio speaker, if equipped.
(8) Install the door trim panel.

REAR DOOR QUARTER GLASS

REMOVAL

CAUTION: The quarter glass trim panel will be difficult to remove without damage. Check availability of replacement before removal.

(1) Remove the rear door trim panel.
(2) Remove the door waterdam.
(3) Remover inner and outer beltline weatherstrip.
(4) Remove the door glass from the door. Refer to door glass procedure in this section.
(5) Remove the bolts attaching bottom of rearward run channel to door inner panel.
(6) Remove nuts attaching stationary glass to door frame.
(7) Separate the reward run channel/stationary glass from door.

INSTALLATION

(1) Position the rearward run channel/stationary glass in the door.
(2) Install the nuts attaching stationary glass to door frame.
(3) Install the bolts attaching rearward run channel to door inner panel.
(4) Install the rear door glass. Refer to door glass procedure in this section.
(5) Install inner and outer belt weatherstrip.
(6) Install the door waterdam.
(7) Install the rear door trim panel.

REAR DOOR WINDOW REGULATOR

REMOVAL

(1) Remove the door inner trim panel.
(2) Remove the door waterdam and speaker, if equipped.
(3) Remove the inner and outer beltline weatherstrip.
(4) Lower the door glass.
(5) Remove the bolts attaching the regulator to the glass.
(6) Raise the glass manually and secure in the door frame.
(7) Loosen the regulator attachment nuts and remove the regulator attachment bolts.
(8) Disengage regulator wire harness.
(9) Remove the regulator. (Fig. 54)

INSTALLATION

(1) Position the window regulator in the door.
(2) Install the fasteners attaching the regulator to the inner door panel.
(3) Engage the regulator wire harness.

REMOVAL AND INSTALLATION (Continued)

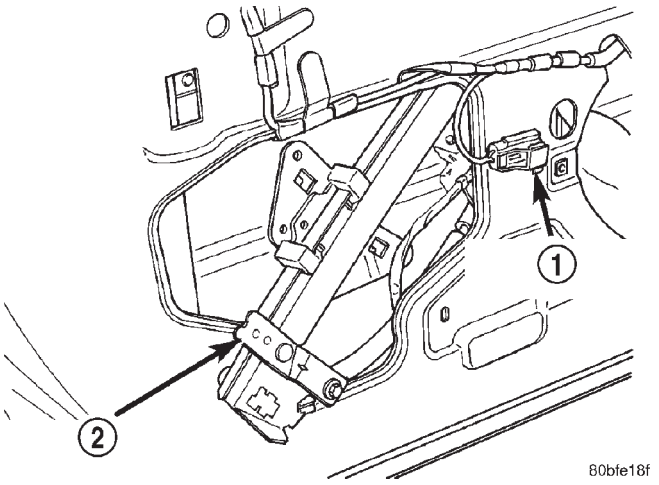


Fig. 54 Rear Door Window Regulator

1 – HARNESS CONNECTOR
2 – POWER WINDOW REGULATOR

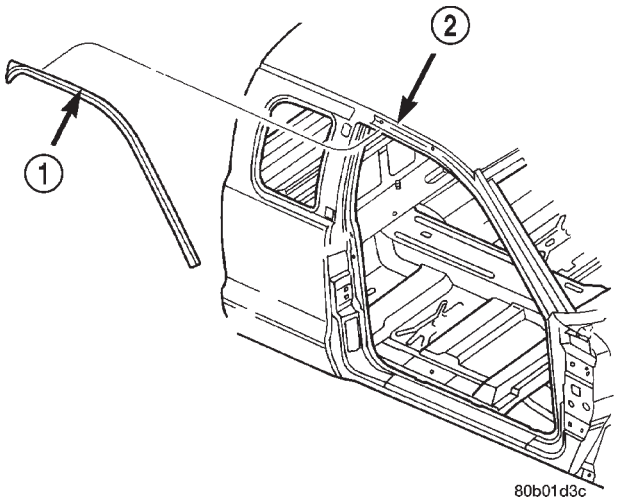


Fig. 55 Roof Rail Weatherstrip and Retainer

1 – ROOF RAIL WEATHERSTRIP
2 – RETAINER

(4) Lower the glass manually and install the bolts attaching the regulator to the glass.

(5) Cycle the glass to ensure correct operation.

(6) Install the inner and outer beltline weatherstrip.

(7) Install the door waterdam and radio speaker, if equipped.

(8) Install the door trim panel.

ROOF RAIL WEATHERSTRIP AND RETAINER

REMOVAL

(1) Release door latch and open door.

(2) The rearward corner of the weatherstip is adhesively attached to the body. Peel back the corner of the weatherstrip to release it from the body.

(3) Pull weatherstrip from retainer.

(4) Remove screws attaching retainer to roof rail (Fig. 55).

(5) Separate retainer from vehicle.

INSTALLATION

NOTE: The screws attaching the retainer to the roof are coated with wax to prevent water leakage. If the retainer has been removed from the roof, replace the screws.

(1) Ensure the area where tape secures the weatherstrip is clean. Use Mopar Super Clean or equivalent.

(2) Position retainer on vehicle.

(3) Install screws attaching retainer to roof rail.

(4) Starting at the forward end of retainer, push weatherstrip on until seated.

(5) Peel the backing from the rearward end of the weatherstrip and press to secure.

ROOF JOINT MOLDING

REMOVAL

(1) Warm the roof joint molding and roof panel to approximately 38°C (100°F) using a suitable heat lamp or heat gun.

(2) Pull molding from roof joint.

INSTALLATION

(1) Remove adhesive tape residue from roof joint.

(2) If molding is to be reused, remove tape residue from back of molding. Clean molding with MOPAR, Super Kleen solvent or equivalent. Wipe molding dry with lint free cloth. Apply new body side molding (two sided adhesive) tape to back of molding.

(3) Clean roof joint with MOPAR, Super Kleen solvent or equivalent. Wipe dry with lint free cloth.

(4) Remove protective cover from tape on back of molding and apply molding to roof joint.

(5) Heat roof and molding, see step one. Firmly press molding into roof joint to assure adhesion.

QUARTER VENT WINDOW

REMOVAL

(1) Remove quarter trim panel.

(2) Remove the bolts attaching the latch to the cab side panel (Fig. 56).

(3) Remove the nuts attaching the frame/hinge to the B-pillar (Fig. 57).

(4) Remove the glass from the cab.

(5) If necessary, remove the latch from the glass.

INSTALLATION

(1) If removed, install the latch to the glass.

REMOVAL AND INSTALLATION (Continued)

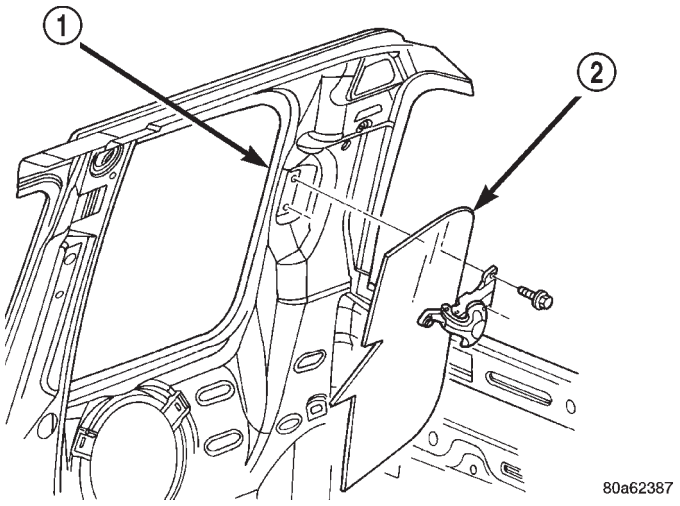


Fig. 56 Quarter Glass Latch

1 – CAB
2 – QUARTER GLASS

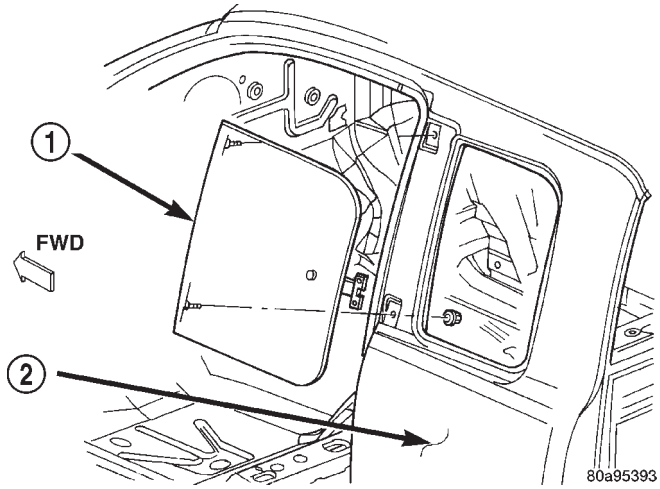


Fig. 57 Quarter Glass

1 – QUARTER GLASS
2 – QUARTER PANEL

(2) Center the window glass at the opening, insert the hinge studs in the B-pillar holes, and install the nuts.

(3) Attach the latch to the rear side panel with the bolts. Tighten the bolts with the latch in the lock position and pushing rearward on the latch.

(4) Test the vent window for water leaks.

(5) Install quarter trim panel.

QUARTER VENT WINDOW WEATHERSTRIP

REMOVAL

(1) Remove the quarter window. If necessary, refer to the removal procedure.

(2) Pull the seal away from the flange around the perimeter of the window opening (Fig. 58).

(3) Clean the flange as necessary.

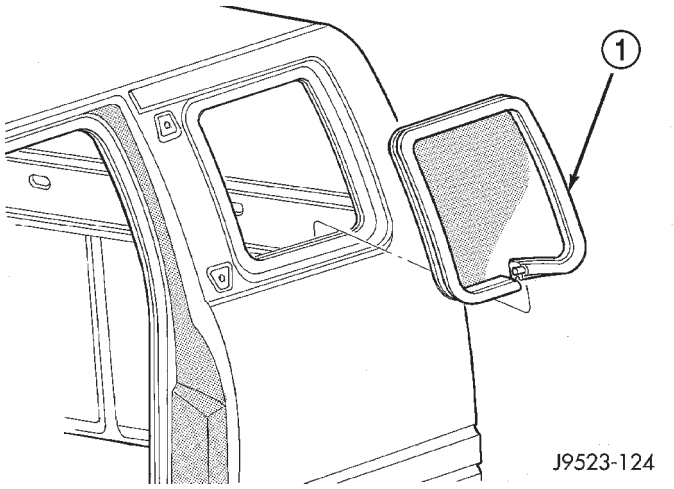


Fig. 58 Quarter Vent Weatherstrip

1 – QUARTER GLASS SEAL

INSTALLATION

(1) Center and butt the seal ends together at the bottom, centerline of the opening.

(2) Mate the seal with the bottom flange.

(3) Mate the seal with the front, vertical flange.

(4) Move upward and mate the seal with the top flange.

(5) Mate the seal with the rear, vertical flange.

(6) Install the quarter window.

AIR EXHAUSTER

REMOVAL

(1) Release door latch and open door.

(2) Using a small flat blade, depress the clips under the top of the exhauster frame.

(3) Separate air exhauster from vehicle.

INSTALLATION

(1) Position air exhauster on door shut face (Fig. 59).

(2) Engage clips and press into place.

AIR EXHAUSTER—CAB

REMOVAL

(1) Remove cab back panel carpet/trim.

(2) Position a long flat blade between cab and cargo box and depress air exhauster upper retaining tabs and disengage from cab back panel.

(3) From inside the vehicle separate air exhauster from cab back panel (Fig. 60).

REMOVAL AND INSTALLATION (Continued)

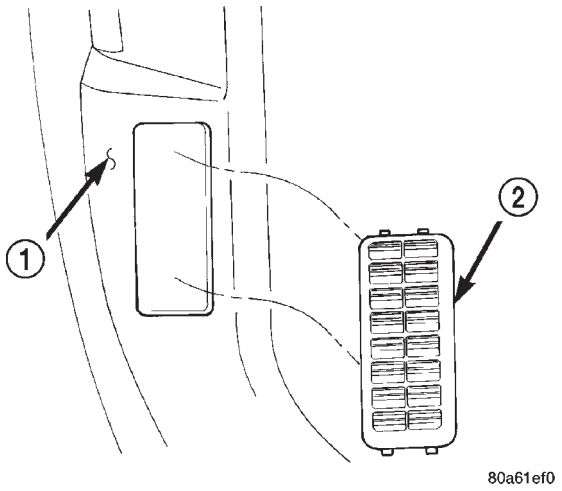


Fig. 59 Air Exhauster

1 – DOOR SHUT FACE
2 – AIR EXHAUSTER

INSTALLATION

(1) From inside the vehicle position air exhauster in cab back panel.

(2) Press air exhauster inward to engage retaining tabs.

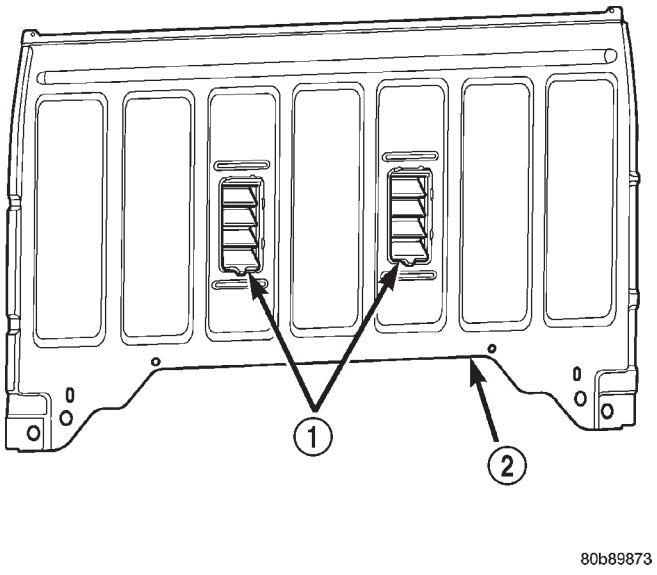


Fig. 60 In Cab Air Exhausters

1 – AIR EXHAUSTERS
2 – CAB BACK PANEL

BODY SIDE MOLDINGS

REMOVAL

(1) Apply a length of masking tape on the body, parallel to the top edge of the molding to use as a guide, if necessary.

(2) Warm the effected stick-on molding and body metal to approximately 38°C (100°F) using a suitable heat lamp or heat gun.

(3) Pull stick-on molding from painted surface (Fig. 61).

INSTALLATION

(1) Clean body surface with MOPAR Super Kleen solvent or equivalent. Wipe surface dry with lint free cloth.

(2) Remove protective cover from tape on back of molding. Apply molding to body below the masking tape guide.

(3) Remove masking tape guide and heat body and molding. Firmly press molding to body surface to assure adhesion.

WHEEL OPENING MOLDING

REMOVAL

(1) Remove the screws attaching the wheel opening molding to the fender (Fig. 61).

(2) Separate the molding from the wheel opening.

INSTALLATION

(1) Clean body surface with MOPAR Super Kleen solvent or equivalent. Wipe surface dry with lint free cloth.

(2) Position the molding in the wheel opening.

(3) Remove the backing and press to secure molding.

(4) Install the screws attaching the wheel opening molding to the fender.

FUEL FILLER DOOR

REMOVAL

(1) Open the fuel filler door.

(2) Remove the screws attaching the door to the cargo box outer panel (Fig. 62).

(3) Remove the door from the panel.

INSTALLATION

(1) Position the fuel filler door on the cargo box outer panel with the screw holes aligned.

(2) Install the screws attaching the fuel filler door to the cargo box outer panel.

REMOVAL AND INSTALLATION (Continued)

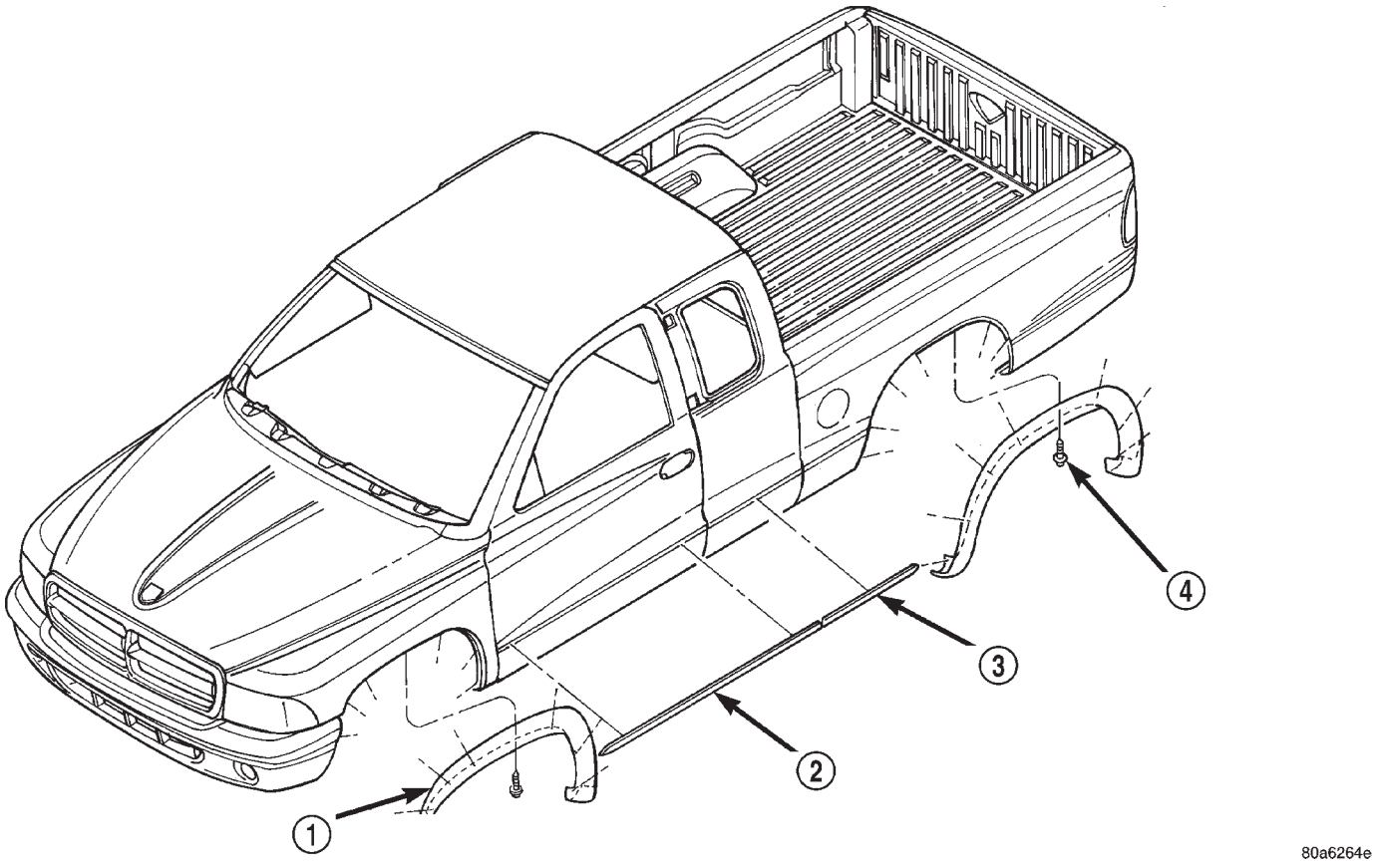


Fig. 61 Body Side Moldings—Wheel Opening Moldings

1 – FRONT WHEEL OPENING MOLDING
2 – DOOR MOLDING
3 – CAB MOLDING
4 – REAR WHEEL OPENING MOLDING

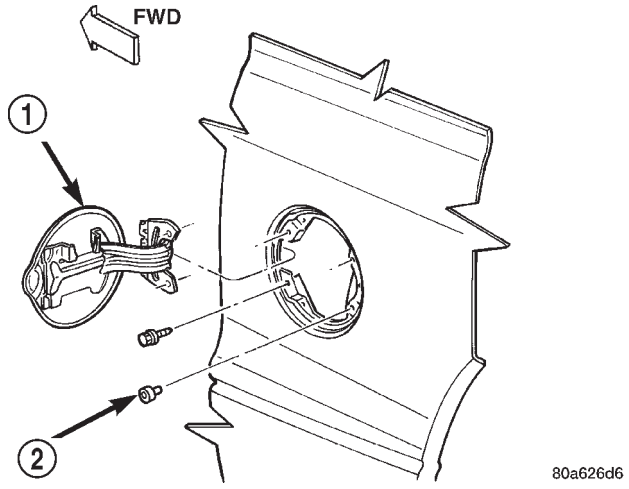


Fig. 62 Fuel Filler Door

1 – FUEL DOOR
2 – BUMPER

REAR SPLASH SHIELD

REMOVAL

(1) Remove bottom screw attaching wheel opening molding to cargo box.
(2) Remove screws attaching splash shield to inner wheel house (Fig. 63).
(3) Separate splash shield from vehicle.

INSTALLATION

(1) Position splash shield in wheel house.
(2) Install screws attaching splash shield to inner wheel house.
(3) Install bottom screw attaching wheel opening molding to cargo box.

TAILGATE CHECK CABLE

REMOVAL

(1) Release tailgate latch and open tailgate.
(2) Pry lock tab outward to clear stud head on cargo box (Fig. 64).

REMOVAL AND INSTALLATION (Continued)

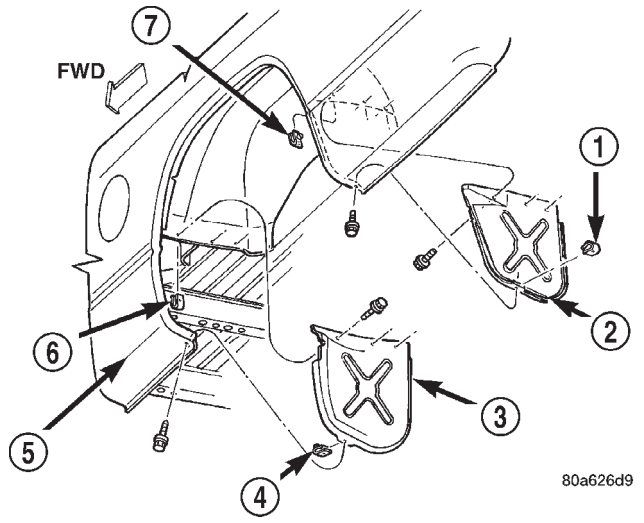


Fig. 63 Rear Splash Shield

1 – U-NUT
2 – REAR SPLASH SHIELD
3 – FRONT SPLASH SHIELD
4 – U-NUT
5 – CARGO BOX
6 – U-NUT
7 – U-NUT

(3) Push cable end forward until stud head is in clearance hole portion of cable end.
(4) Separate cable end from stud.
(5) Remove screw holding cable to tailgate.
(6) Separate check cable from tailgate.

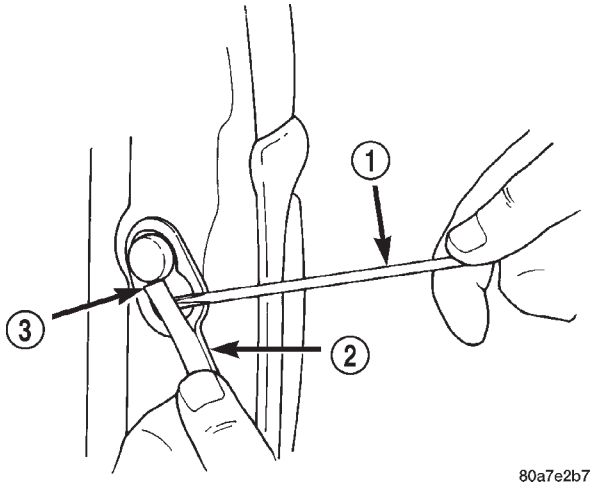


Fig. 64 Tailgate Check Cable

1 – SCREW DRIVER
2 – TAILGATE CHECK CABLE
3 – LOCK TAB

INSTALLATION

Reverse the preceding operation.

TAILGATE

REMOVAL

(1) Release tailgate latch and open tailgate.
(2) Disconnect tailgate check cable.
(3) Close tailgate until the notch in the right hand collar aligns with the pivot pin.
(4) Slip tailgate hinge collar from hinge pins.
(5) Slide tailgate to the right and separate left hand collar from the pivot pin.
(6) Separate tailgate from vehicle.

INSTALLATION

Reverse the preceding operation.

TAILGATE LATCH RELEASE HANDLE

REMOVAL

(1) Using a trim stick and starting at the bottom of the latch release handle, disengage the bottom clips attaching the bezel to the tailgate.
(2) Slide the bezel downward to remove it from the tailgate.
(3) Remove screws attaching latch release handle to tailgate (Fig. 65).
(4) Disengage latch release rods (Fig. 66).
(5) Separate latch release from tailgate.

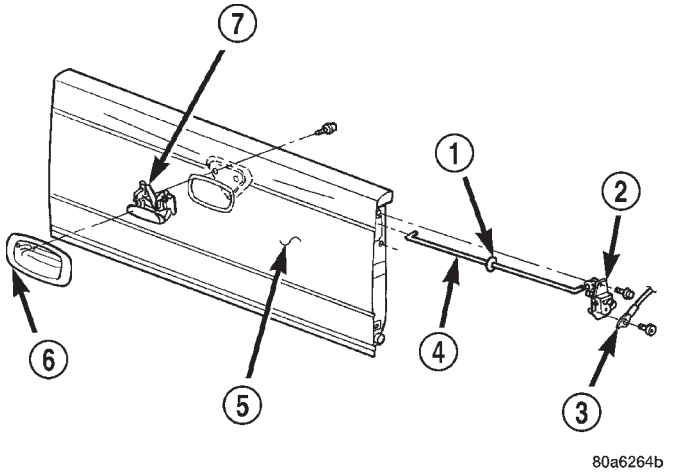


Fig. 65 Tailgate

1 – SILENCER DISC
2 – LATCH
3 – CABLE
4 – LATCH RELEASE ROD
5 – TAILGATE
6 – BEZEL
7 – LATCH RELEASE

INSTALLATION

(1) Position latch release in tailgate.
(2) Engage latch release rods.

REMOVAL AND INSTALLATION (Continued)

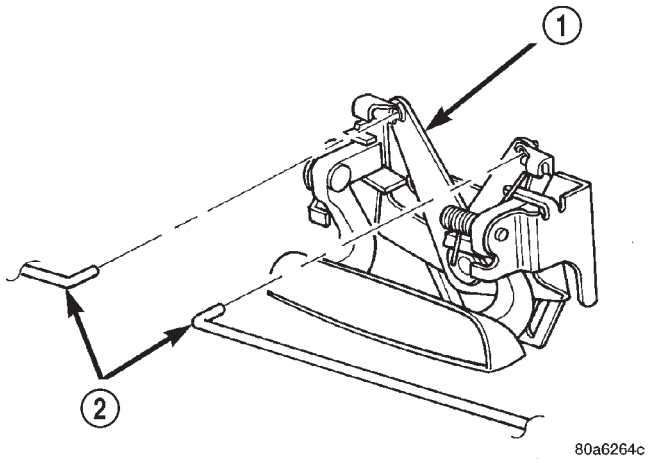


Fig. 66 Latch Release Rods

1 – TAILGATE LATCH RELEASE
2 – TAILGATE LATCH RELEASE RODS

(3) Install screws attaching latch release handle to tailgate.

(4) Position the top of the bezel in tailgate and slide the bezel upward and snap into place.

TAILGATE LATCH

REMOVAL

(1) Remove bolts attaching tailgate latch to tailgate (Fig. 65).

(2) Remove bezel for tailgate latch release handle.

(3) Remove bolts attaching tailgate latch release handle to tailgate.

(4) Disengage latch rods at tailgate latch release handle.

(5) Separate latch from tailgate and disengage latch rod from latch.

INSTALLATION

(1) Engage latch rods to tailgate latch release handle.

(2) Install tailgate latch release handle.

(3) Attach latch release rod to latch.

(4) Position latch in tailgate.

(5) Install bolts attaching tailgate latch to tailgate.

(6) Install bezel for tailgate latch release handle.

TAILGATE LATCH STRIKER

REMOVAL

(1) Release tailgate latch and open tailgate.

(2) Remove tailgate check cable.

(3) Using a grease pencil, mark the location of the striker.

(4) Remove striker from cargo box (Fig. 67).

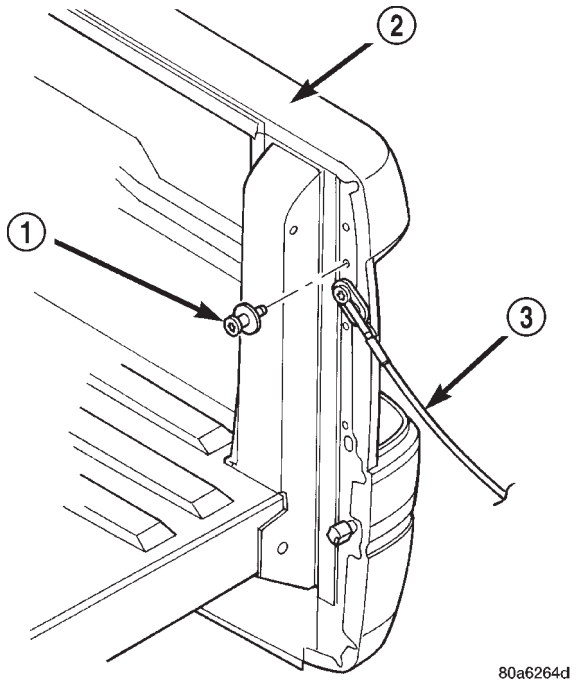


Fig. 67 Tailgate Latch Striker

1 – STRIKER
2 – BODY
3 – CABLE

INSTALLATION

(1) Align the striker using the reference marks.

(2) Install striker.

(3) Install tailgate check cable.

CARGO BOX

REMOVAL

CAUTION: The bolts attaching the cargo box to the frame are specially coated to provide a locking action. These bolts are not reusable and must be replaced each time the cargo box is removed or replaced.

(1) Open fuel fill door.

(2) Remove screws attaching fuel fill neck adaptor to cargo box side wall.

(3) Separate fuel fill neck from cargo box.

(4) Disengage tail lamp wire connector from main body harness.

(5) Remove bolts attaching cargo box to frame rails (Fig. 68).

(6) Using a suitable lifting device, separate cargo box from vehicle.

INSTALLATION

(1) Position cargo box on frame rails.

REMOVAL AND INSTALLATION (Continued)

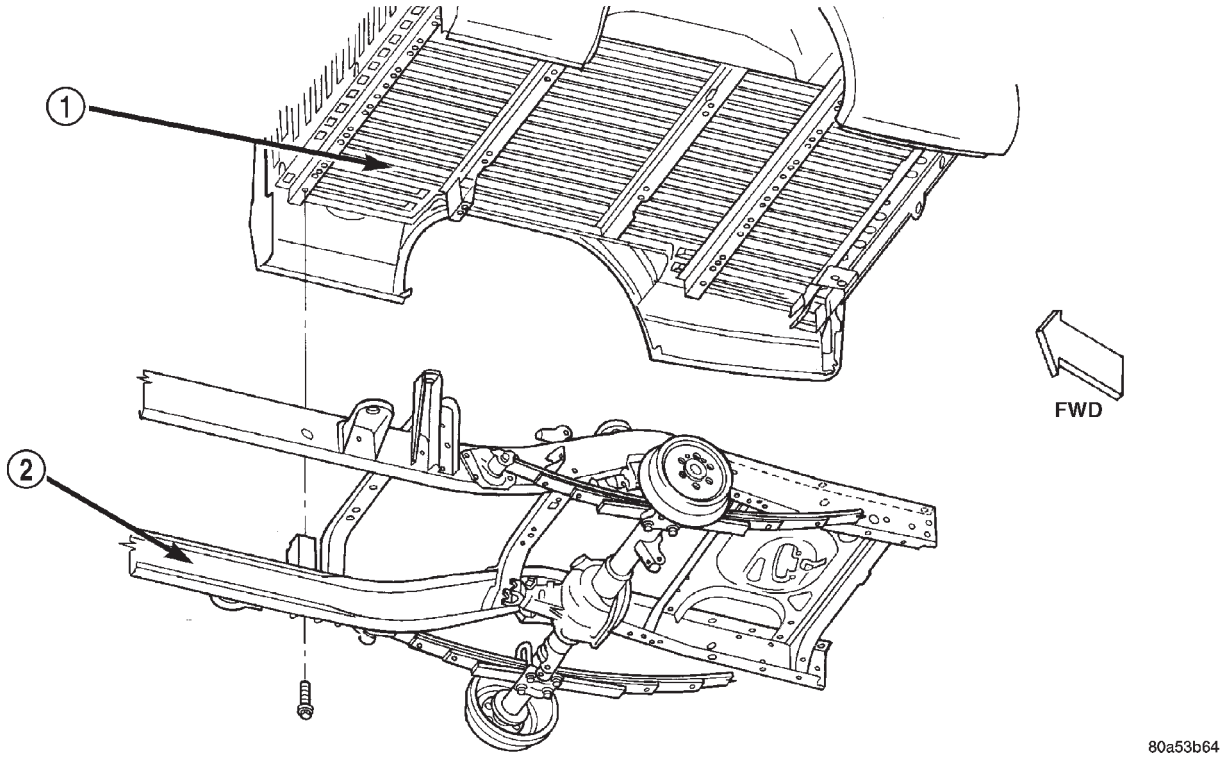


Fig. 68 Cargo Box

1 – CARGO BOX
2 – FRAME RAIL

(2) Install bolts attaching cargo box to frame rails. Tighten bolts to 27 N·m (20 ft. lbs.) torque.

(3) Engage tail lamp wire connector for main body harness.

(4) Install screws attaching fuel fill neck adaptor to cargo box side wall.

CARGO BOX SEAL

REMOVAL

(1) From under the vehicle, use a trim panel removal tool and remove the push-in fasteners attaching the cargo box seal to the cargo box (Fig. 69).

(2) Separate the seal from the cargo box

INSTALLATION

(1) Position the seal on the cargo box

(2) Install the push-in fasteners attaching the cargo box seal to the cargo box (Fig. 69).

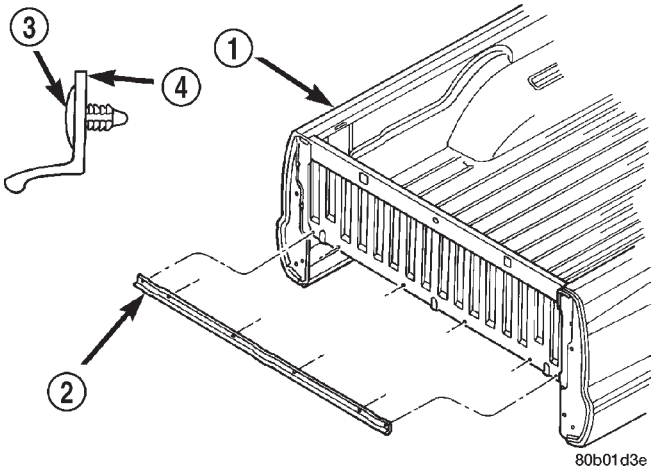


Fig. 69 Cargo Box Seal

1 – CARGO BOX
2 – BOX SEAL
3 – PUSH-IN FASTENER
4 – CARGO BOX SEAL

COWL TRIM COVER

REMOVAL

(1) Using a trim stick, pry cowl trim cover from cowl to disengage clips.

(2) Separate cowl trim cover from vehicle.

INSTALLATION

(1) Position cowl trim cover on cowl.

(2) Press cowl trim cover into place to engage clips.

REMOVAL AND INSTALLATION (Continued)

A-PILLAR TRIM

REMOVAL

(1) Remove A-pillar grab handle, if equipped.
(2) Remove screws from cowl trim cover.
(3) Remove cowl trim cover.
(4) Grasp A-pillar trim and pull outward to disengage clips attaching A-pillar trim to A-pillar (Fig. 70).
(5) Separate A-pillar trim from vehicle.

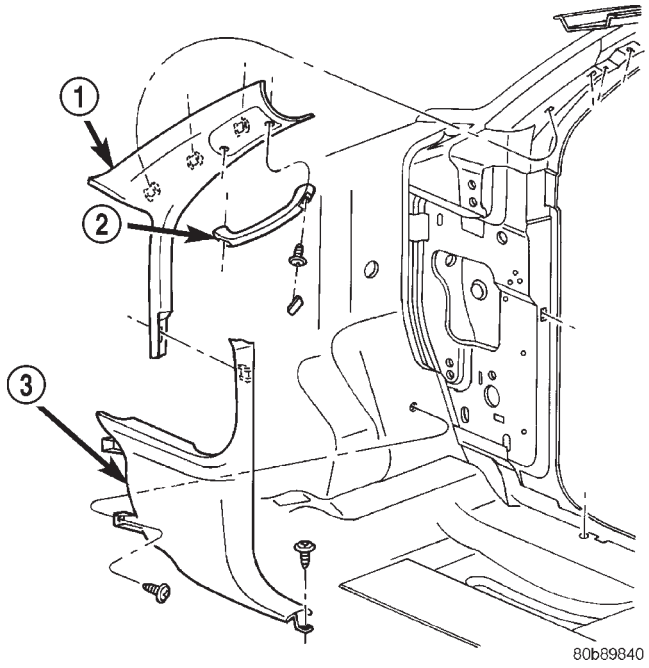


Fig. 70 A-Pillar Trim

1 – A-PILLAR TRIM
2 – GRAB HANDLE
3 – COWL TRIM COVER

INSTALLATION

(1) Position A-pillar trim at A-pillar, align clips and press into place.
(2) Install cowl trim cover.
(3) Install A-pillar grab handle, if equipped.

DOOR SILL TRIM COVER

REMOVAL

(1) Using a trim stick, pry up sill trim cover from door sill.
(2) Separate sill trim cover from vehicle (Fig. 71).

INSTALLATION

(1) Position front edge of sill cover over cowl trim cover and align tab.
(2) Align sill cover and press into place.

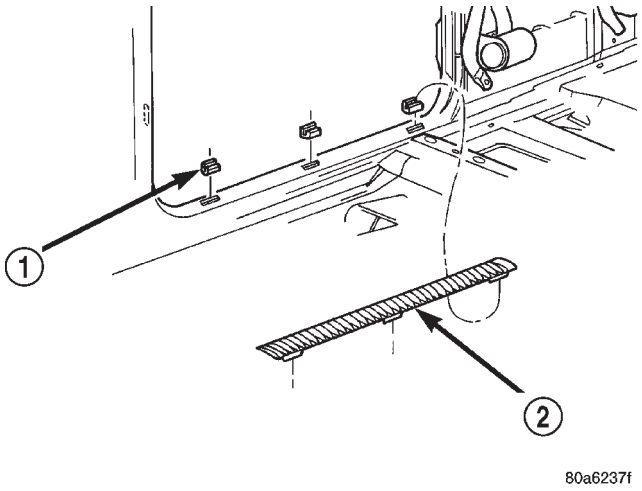


Fig. 71 Sill Trim Cover

1 – CLIP
2 – SILL TRIM COVER

B-PILLAR TRIM

REMOVAL

The B-pillar trim panel is attached to the B-pillar with push-in fasteners.
(1) Remove door sill cover as necessary to clear B-pillar trim.
(2) Remove shoulder belt turning loop.
(3) Grasp B-pillar trim panel and firmly pull outward.
(4) Disconnect speaker harness connector, if equipped.
(5) Route shoulder belt through access slots in B-pillar trim panel.
(6) Separate B-pillar trim panel from B-pillar (Fig. 72).

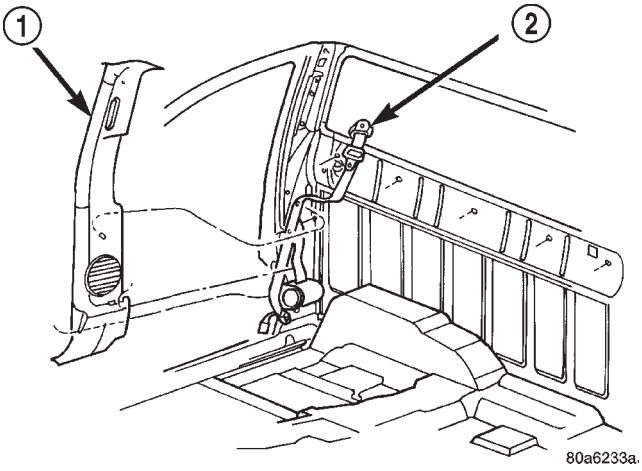


Fig. 72 B-Pillar Trim

1 – B-PILLAR TRIM
2 – TURNING LOOP

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Position trim panel in vehicle.
(2) Route shoulder belt through access slots in B-pillar trim panel.
(3) Connect speaker harness connector, if equipped.
(4) Position B-pillar trim panel on B-pillar and press to seat push-in fasteners.
(5) Install shoulder belt turning loop.
(6) Install door sill cover as necessary.

QUARTER TRIM PANEL

REMOVAL

(1) Remove door sill cover as necessary to clear quarter trim.
(2) Remove cab back panel trim.
(3) Remove front and rear shoulder belt turning loops.
(4) Remove the screws attaching the quarter trim panel to the cab back panel.
(5) Grasp quarter trim panel and firmly pull outward to disengage the push-in fasteners.
(6) Route front and rear shoulder belts through access slots in quarter trim panel.
(7) Separate club cab quarter trim panel from quarter panel (Fig. 73).

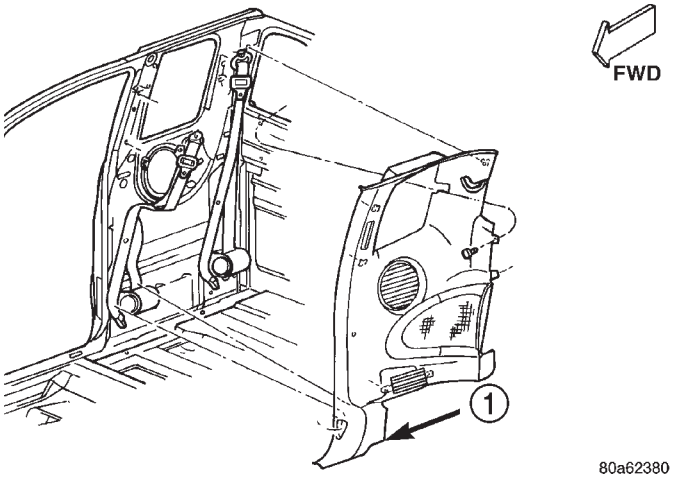


Fig. 73 Quarter Trim Panel

1 – QUARTER TRIM PANEL

INSTALLATION

(1) Position trim panel in vehicle.
(2) Route belt webbing through access slots in quarter trim panel.
(3) Position quarter trim panel on quarter panel and engage hooks at base of quarter trim panel.
(4) Press quarter trim panel inward to seat push-in fasteners.
(5) Install screws attaching quarter trim panel to cab back panel.
(6) Install cab back panel trim.
(7) Install door sill cover as necessary.

REAR CAB BACK PANEL TRIM

REMOVAL

The rear cab back panel trim is attached to the cab with push-in fasteners.
(1) Grasp rear cab back panel trim and firmly pull to release from cab (Fig. 74) and (Fig. 75).

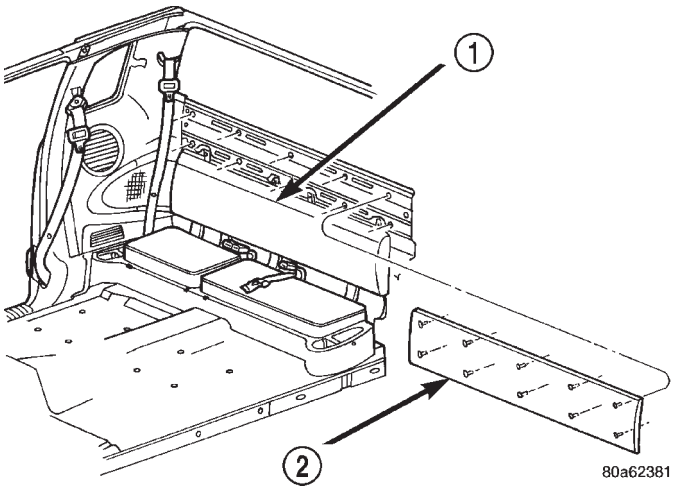


Fig. 74 Rear Cab Back Panel Trim

1 – REAR SEAT BACK
2 – REAR CAB PANEL TRIM

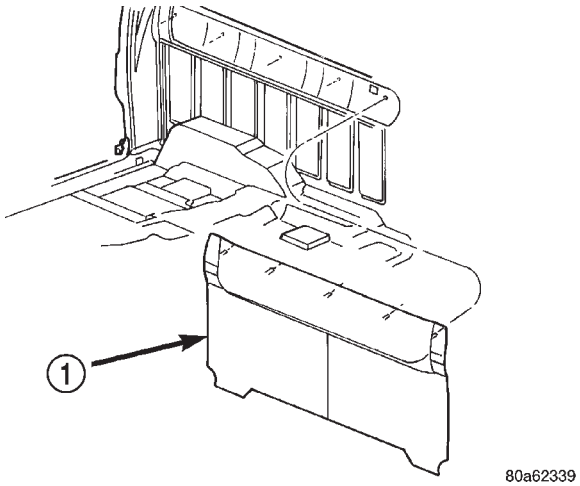


Fig. 75 Rear Cab Back Panel Trim With Carpet

1 – CAB BACK PANEL CARPET

INSTALLATION

(1) Position rear cab back panel trim on cab, align holes and press into place.

REMOVAL AND INSTALLATION (Continued)

BACKLITE SLIDING VENT GLASS

REMOVAL

(1) Open vent glass to full open position
(2) Slide the upper run channel out of the window frame.
(3) Slide the vent glass upward to remove from the window frame.

INSTALLATION

(1) Slide the vent glass downward into window frame.
(2) Position the upper run channel into the window frame and slide it into place.
(3) Verify vent glass operation.

FRONT SEAT BELT RETRACTOR

CAUTION: Inspect the condition of the shoulder belt and lap belt. Replace any belt that is cut, frayed, torn, or damaged in any way. Also, replace the shoulder belt if the retractor is either damaged or inoperative.

REMOVAL

(1) If necessary, move the front seat(s) all the way forward for access.
(2) Detach the turning loop cover from the upper anchor bolt.
(3) Remove upper anchor bolt (Fig. 76).
(4) Remove quarter panel trim panel.
(5) Remove lower anchor bolt.
(6) Remove the retractor anchor bolt.
(7) Disconnect retractor wire harness connector (driver's side).
(8) Separate retractor from vehicle.

INSTALLATION

(1) Position the retractor in the vehicle.
(2) Install the retractor anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(3) Connect retractor wire harness connector (driver's side).
(4) Install the lower anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(5) Route the belt webbing through the access slots in quarter trim panel.
(6) Install quarter panel trim panel.
(7) Install the upper anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(8) Close turning loop covers.

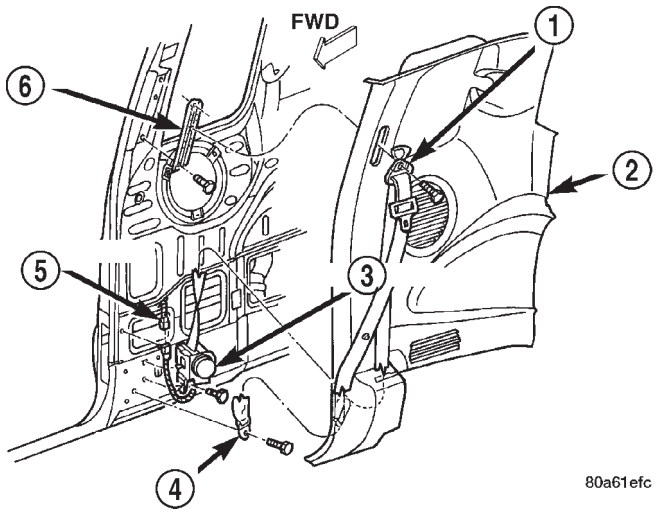


Fig. 76 Front Seat Belt Retractor

1 – TURNING LOOP
2 – TRIM PANEL
3 – RETRACTOR
4 – BELT ANCHOR
5 – CONNECTOR
6 – ADJUSTER

SEAT BELT RETRACTOR—QUAD CAB

REMOVAL

(1) Using a trim stick, pry off the turning loop cover.
(2) Remove the bolt retaining the turning loop to C pillar (Fig. 77).
(3) Remove the upper C pillar trim.
(4) Remove the screws retaining the lower C pillar trim.
(5) Pull the lower C pillar trim out far enough to access the seat belt retractor bolts.
(6) Remove the bolts retaining the lower belt loop and the retractor to the C pillar (Fig. 78).
(7) Route the seat belt through the lower C pillar trim and remove the belt assembly.

INSTALLATION

(1) Route the seat belt through the lower C pillar trim.
(2) Position the retractor assembly on the C pillar. Ensure the locating tab is positioned properly.
(3) Install the bolts retaining the lower belt loop and the retractor assembly to the C pillar. Tighten to 44 N·m (32 ft. lbs.) torque.
(4) Position the lower C pillar trim and install the screws.
(5) Install the upper C pillar trim.
(6) Install the bolt retaining the upper turning loop. Tighten to 44 N·m (32 ft. lbs.) torque.
(7) Install the upper turning loop cover.

REMOVAL AND INSTALLATION (Continued)

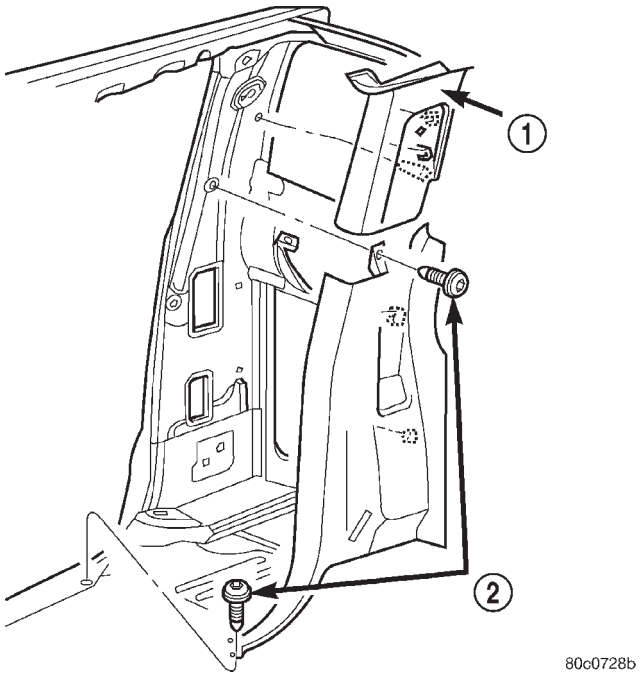


Fig. 77 Upper C Pillar Trim

1 – UPPER C PILLAR TRAY
2 – LOWER C PILLAR TRIM SCREWS

SEAT BELT BUCKLE

REMOVAL

(1) If equipped, remove floor console.
(2) If equipped with bench seat or bucket seats with center seat, remove seats.
(3) Remove bolt attaching buckle to seat track (Fig. 79).
(4) Separate buckle from seat track.

INSTALLATION

(1) Position buckle on seat track.
(2) Install bolt attaching buckle to seat track. Tighten the bolt to 40 N·m (29 ft. lbs.) torque.
(3) If removed, install seats.
(4) If removed, install floor console.

REAR SEAT BELT/BUCKLE—CLUB CAB

CAUTION: Inspect the condition of the buckle. Replace any buckle that is damaged in any way.

REMOVAL

(1) Move the front seat(s) to the full forward position.
(2) Remove the rear seat.
(3) Remove seat belt/buckle anchor bolt (Fig. 80).
(4) Separate seat belt/buckle from vehicle.

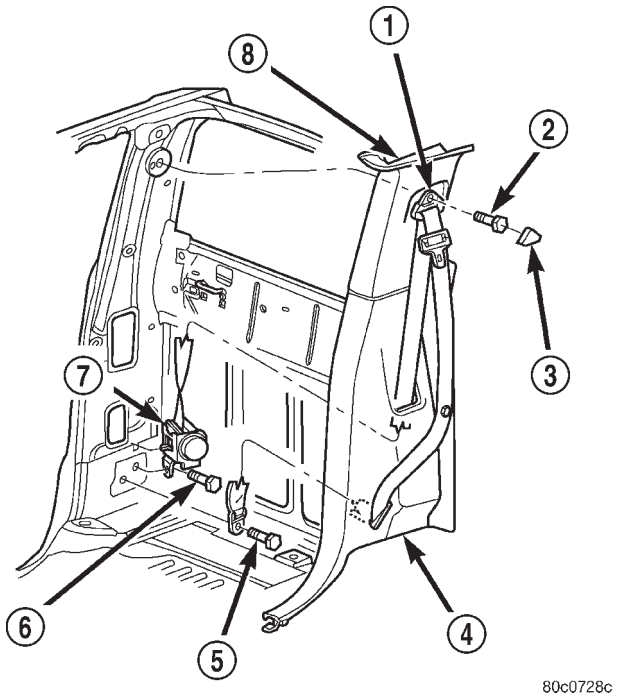


Fig. 78 Rear Seat Belt Retractor

1 – TURNING LOOP
2 – UPPER SEAT BELT BOLT
3 – TURNING LOOP COVER
4 – LOWER C PILLAR TRIM
5 – RETRACTOR BELT BOLT
6 – RETRACTOR BOLT
7 – REAR SEAT BELT RETRACTOR
8 – UPPER C PILLAR TRIM

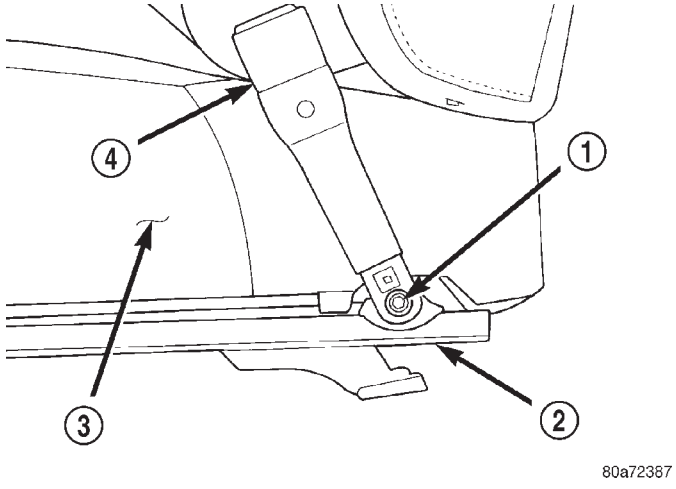


Fig. 79 Seat Belt Buckle

1 – ANCHOR BOLT
2 – SEAT TRACK
3 – SEAT CUSHION
4 – BUCKLE

INSTALLATION

(1) Position the buckle on the floor panel.

REMOVAL AND INSTALLATION (Continued)

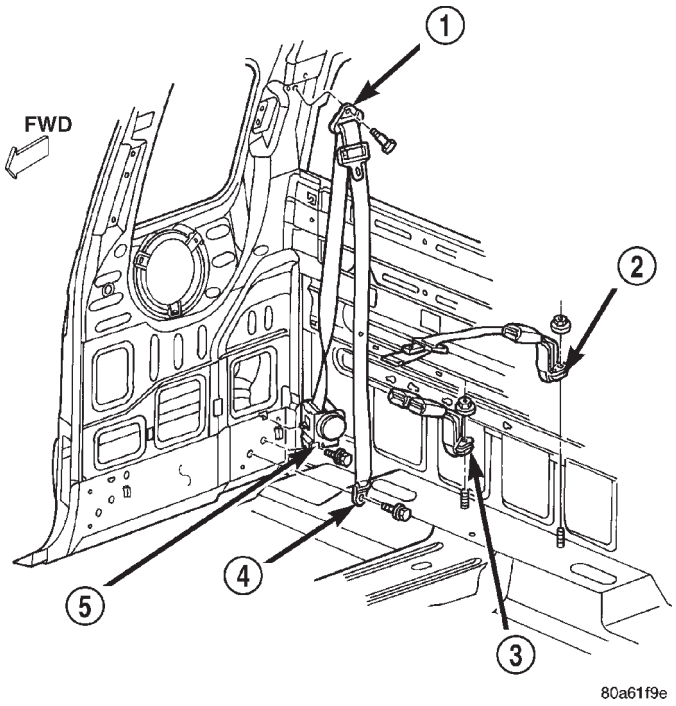


Fig. 80 Rear Seat Belt Buckle—Club Cab

1 – TURNING LOOP
2 – BUCKLE/BELT ANCHOR
3 – BUCKLE ANCHOR
4 – BELT ANCHOR
5 – RETRACTOR

(2) Install the seat belt/buckle anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(3) Install the rear seat.

REAR SEAT BELT RETRACTOR—CLUB CAB

CAUTION: Inspect the condition of the shoulder belt and lap belt. Replace any belt that is cut, frayed, torn, or damaged in any way. Also, replace the shoulder belt if the retractor is either damaged or inoperative.

REMOVAL

(1) Move the front seat(s) all the way forward for access.
(2) Lift up the rear seat.
(3) Detach the turning loop cover from the upper anchor bolt.
(4) Remove upper anchor bolt (Fig. 80).
(5) Remove quarter panel trim panel.
(6) Remove storage box.
(7) Remove lower anchor bolt.
(8) Remove the retractor anchor bolt.
(9) Separate retractor from vehicle.

INSTALLATION

(1) Position the retractor in the vehicle.
(2) Install the retractor anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(3) Route the lap/seat belt through the quarter trim panel.
(4) Install the lower anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(5) Install storage box.
(6) Install quarter panel trim panel.
(7) Install the upper anchor bolt. Tighten to 44 N·m (32 ft. lbs.) torque.
(8) Install turning loop cover.
(9) Lower the rear seat.

FLOOR SHIFT BOOT

REMOVAL

(1) Using a small flat blade, pry out insert from shift knob (Fig. 81).
(2) Remove nut attaching shift knob to gear shift.
(3) Pull knob off gear shift.
(4) Using a small flat bladed screwdriver pry up one corner of the bezel/boot assembly. Do not separate the boot from the bezel.
(5) Lift the boot/bezel assembly off of the floor panel and over the gear shift. (Fig. 82) and (Fig. 83).

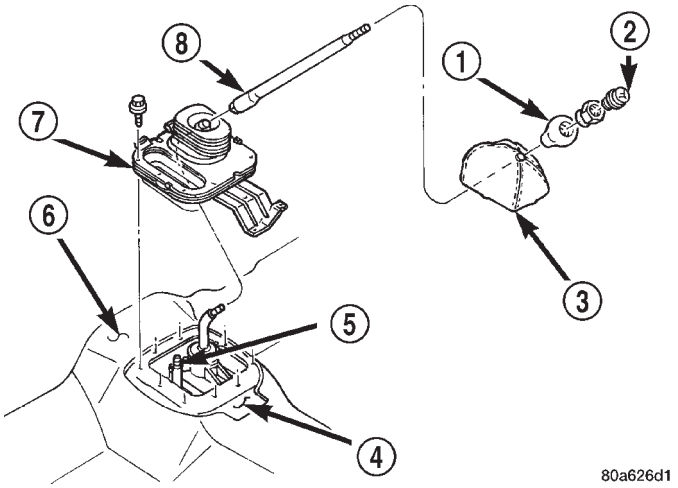


Fig. 81 Shift Knob Insert

1 – KNOB
2 – KNOB INSERT
3 – SHIFT BOOT
4 – FLOOR PAN
5 – TRANSFER CASE LEVER
6 – CARPET
7 – PLATE
8 – GEAR SHIFT

INSTALLATION

(1) Position shift boot/bezel assembly on gear shift.
(2) Press shift boot/bezel onto the floor panel.

REMOVAL AND INSTALLATION (Continued)

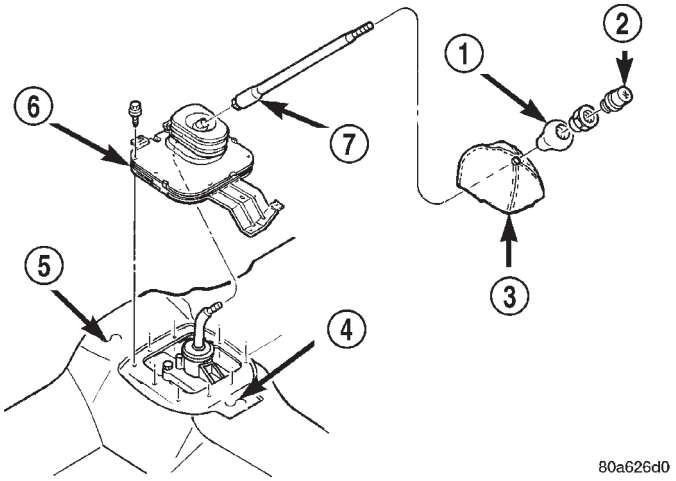


Fig. 82 Shift Boot—Manual Transmission

1 – KNOB
2 – KNOB INSERT
3 – SHIFT BOOT
4 – FLOOR PAN
5 – CARPET
6 – PLATE
7 – GEAR SHIFT

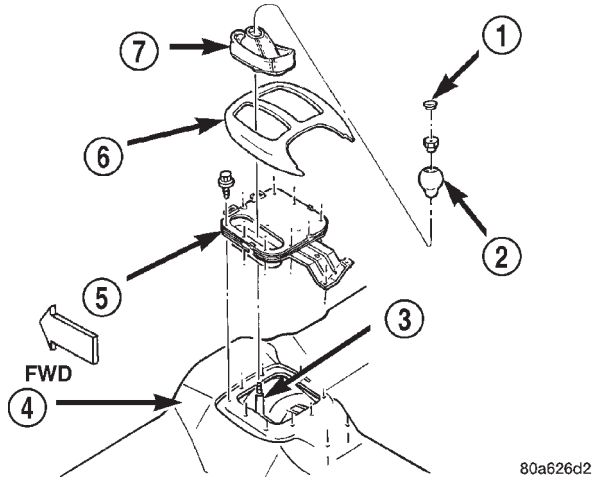


Fig. 83 Shift Boot—Transfer Case

1 – KNOB INSERT
2 – KNOB
3 – TRANSFER CASE SHIFT LEVER
4 – FLOOR PAN
5 – PLATE
6 – BEZEL
7 – TRANSFER CASE SHIFT BOOT

(3) Push knob onto gear shift.
(4) Install nut attaching shift knob to gear shift.
(5) Press insert into shift knob.

SHIFT BEZEL

REMOVAL

(1) Remove shift boot/s.
(2) Lift bin cup holder and remove bolts attaching shift bezel to floor pan (Fig. 84).
(3) Remove screw under shift boot attaching patch plate to floor pan.
(4) Disengage 4WD shift indicator lamp connector, if equipped (Fig. 85) and (Fig. 86).
(5) Separate shift bezel from vehicle.

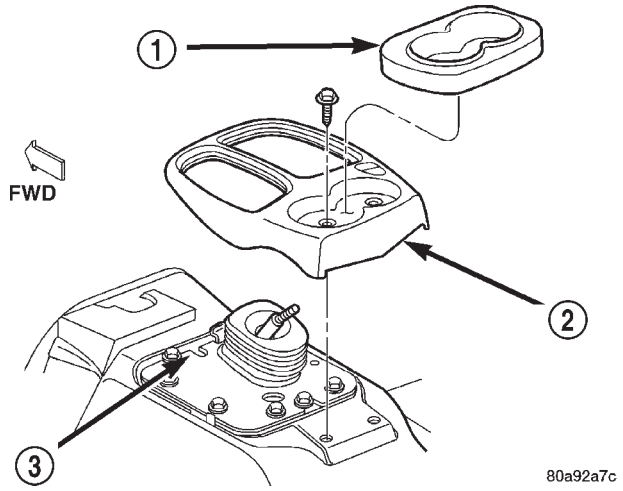


Fig. 84 Shift Bezel 4x2

1 – SHIFT BEZEL CUP HOLDER
2 – SHIFT BEZEL 4 x 2
3 – PATCH PLATE

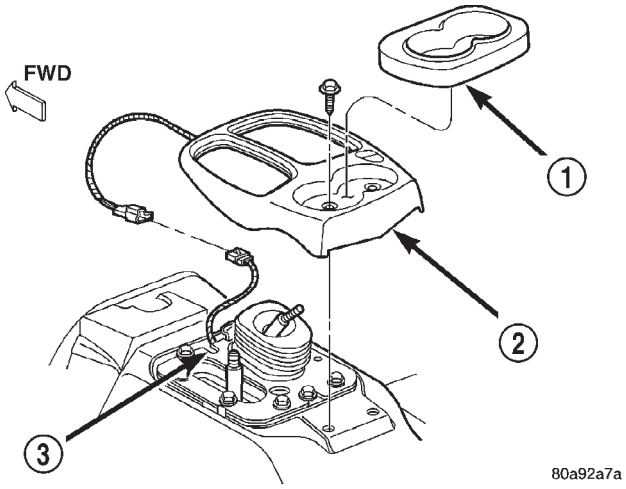


Fig. 85 Shift Bezel 4X4 Manual Trans

1 – SHIFT BEZEL CUP HOLDER
2 – SHIFT BEZEL 4 x 4
3 – PATCH PLATE

INSTALLATION

(1) Position shift bezel in vehicle.

REMOVAL AND INSTALLATION (Continued)

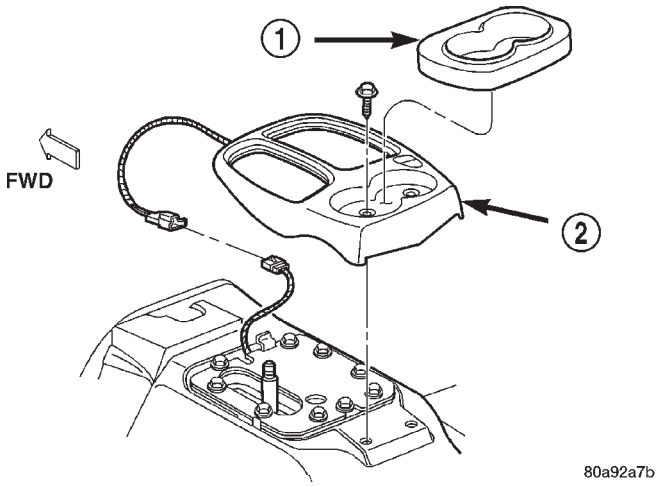


Fig. 86 Shift Bezel 4X4 Automatic Trans

1 – SHIFT BEZEL CUP HOLDER
2 – SHIFT BEZEL 4 x 4

(2) Engage 4WD shift indicator lamp connector, if equipped.

(3) Install screw under shift boot attaching patch plate to floor pan.

(4) Install bolts in cup holder attaching shift bezel to floor pan.

(5) Install shift boot/s.

FLOOR CONSOLE

REMOVAL

(1) Open console lid and remove bolts attaching console to floor pan (Fig. 87).

(2) Lift the cup holder bin mat and remove bolt attaching the console to the floor pan.

(3) Lift the cup holder mat and remove the bolts attaching the console to the floor pan.

(4) Lift the rear of the console and pull the console rearward to separate from the shift bezel.

(5) Remove the console from the vehicle.

INSTALLATION

(1) Position the console in the vehicle.

(2) While holding the console with the front of the console pointing downward, position the front of the console on top of the shift bezel.

(3) Align rear of console with the mounting bracket.

(4) Install bolts attaching console to floor pan.

REAR STORAGE BOX

REMOVAL

(1) Lift rear seat.

(2) Remove bolts attaching storage box to floor pan (Fig. 88).

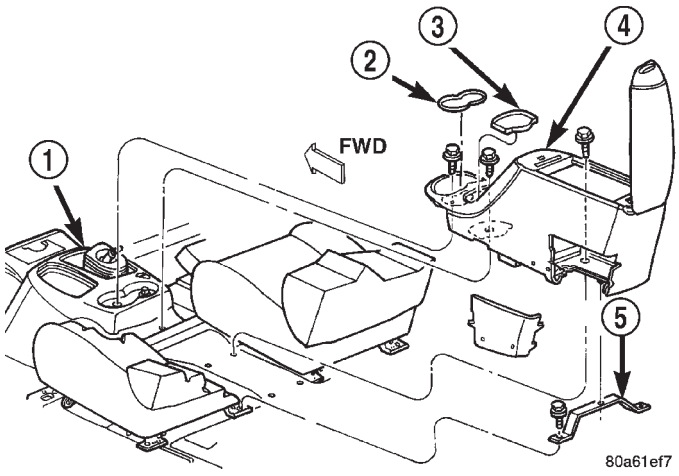


Fig. 87 Floor Console

1 – SHIFT BEZEL
2 – CUP HOLDER MAT
3 – ACCESSORY BIN MAT
4 – FLOOR CONSOLE
5 – BRACKET

(3) Remove rear seat belt/buckle anchor bolts.

(4) Route rear seat belt/buckle through slots in rear of storage box.

(5) Separate storage box from vehicle.

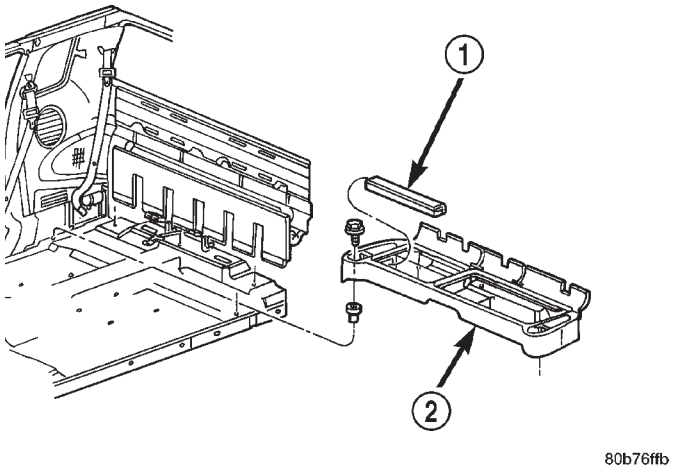


Fig. 88 Storage Box

1 – JACK STORAGE POUCH
2 – STORAGE BOX

INSTALLATION

(1) Position storage box in vehicle.

(2) Route rear seat belt/buckle through slots in rear of storage box.

(3) Install rear seat belt/buckle anchor bolts.

(4) Install bolts attaching storage box to floor pan.

(5) Lower seat.

REMOVAL AND INSTALLATION (Continued)

FLOOR CARPET OR MAT

REMOVAL

(1) Remove seat.
(2) Remove door sill and cowl trim covers.
(3) Remove seat belt anchors.
(4) Remove floor shift boot/floor console, if equipped.
(5) Remove rear stowage tray/storage box.
(6) Pull carpet out from under quarter panel trim and cab back panel trim.
(7) Fold carpet or mat toward center of cab.
(8) Remove carpet or mat through door opening (Fig. 89).

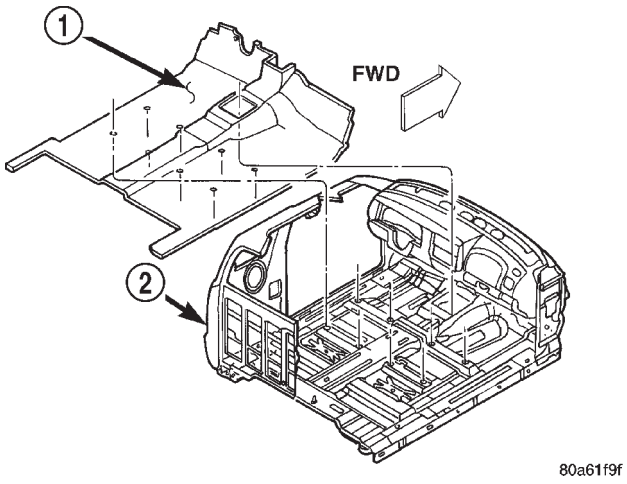


Fig. 89 Floor Carpet or Mat

1 – CARPET
2 – CAB

INSTALLATION

(1) Position the carpet in the cab and align all holes.
(2) Slide carpet under quarter panel trim and cab back panel trim.
(3) Install rear stowage tray/storage box.
(4) Install floor shift boot/floor console, if equipped.
(5) Install seat belt anchors.
(6) Install door sill and cowl trim covers.
(7) Install seat.

REARVIEW MIRROR

REMOVAL

(1) Loosen the mirror base setscrew (Fig. 90).
(2) Slide the mirror base upward and off the bracket.

INSTALLATION

(1) Position the mirror base at the bracket and slide it downward onto the support bracket.
(2) Tighten setscrew to1 N·m (9 in. lbs.) torque.

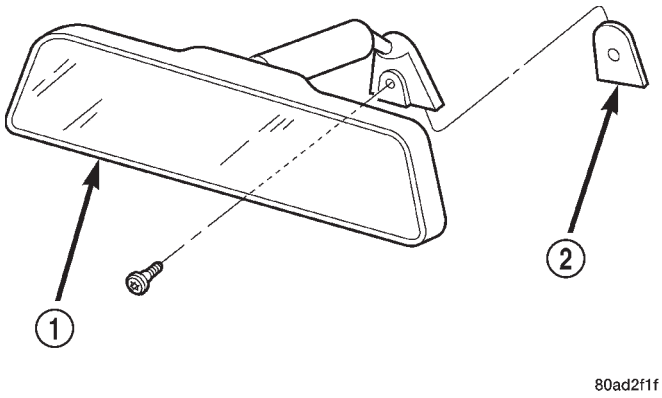


Fig. 90 Rearview Mirror

1 – MIRROR
2 – SUPPORT BUTTON

REARVIEW MIRROR SUPPORT BRACKET

INSTALLATION

(1) Mark the position for the mirror bracket on the outside of the windshield glass with a wax pencil.
(2) Clean the bracket contact area on the glass. Use a mild powdered cleanser on a cloth saturated with isopropyl (rubbing) alcohol. Finally, clean the glass with a paper towel dampened with alcohol.
(3) Sand the surface on the support bracket with fine grit-sandpaper. Wipe the bracket surface clean with a paper towel.
(4) Apply accelerator to the surface on the bracket according to the following instructions:

- Crush the vial to saturate the felt applicator.
- Remove the paper sleeve.
- Apply accelerator to the contact surface on the bracket.
- Allow the accelerator to dry for five minutes.
- Do not touch the bracket contact surface after the accelerator has been applied.

(5) Apply adhesive accelerator to the bracket contact surface on the windshield glass. Allow the accelerator to dry for one minute. Do not touch the glass contact surface after the accelerator has been applied.
(6) Install the bracket according to the following instructions:

- Apply one drop of adhesive at the center of the bracket contact-surface on the windshield glass.
- Apply an even coat of adhesive to the contact surface on the bracket.
- Align the bracket with the marked position on the windshield glass.
- Press and hold the bracket in place for at least one minute.

REMOVAL AND INSTALLATION (Continued)

NOTE: Verify that the mirror support bracket is correctly aligned, because the adhesive will cure rapidly.

(7) Allow the adhesive to cure for 8-10 minutes. Remove any excess adhesive with an alcohol-dampened cloth.

(8) Allow the adhesive to cure for an additional 8-10 minutes before installing the mirror.

SUNVISORS

NOTE: All vehicles with driver and passenger side airbags must have a colored-coded, 5-bullet point airbag warning label applied to the sunvisor face surface (in the stored position). When replacing the sunvisor, verify label availability and ensure the label is installed.

REMOVAL

(1) Remove the screws that attach the sunvisor arm support bracket to the headliner and the roof panel (Fig. 91).

(2) Detach the sunvisor from the visor supports.

(3) Remove the sunvisor from the headliner and roof panel.

(4) If necessary, remove the screw attaching the visor supports to the headliner and roof panel.

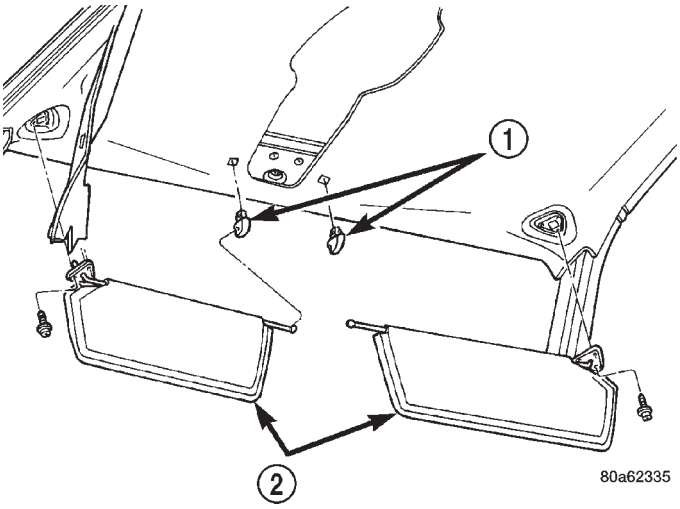


Fig. 91 Sunvisors

1 – VISOR SUPPORT
2 – SUNVISOR

INSTALLATION

(1) If removed, install the visor supports.

(2) Position the sunvisor in the visor supports and align the arm support bracket holes with the headliner holes.

(3) Install the screws that attach the sunvisor arm support bracket to the headliner and the roof panel.

COAT HOOK

REMOVAL

(1) Grasp both sides of the coat hook base and firmly pull outward to disengage the coat hook cover from the base. (Fig. 92) and (Fig. 93).

(2) Lift/rock the coat hook upward to disengage it from the roof panel.

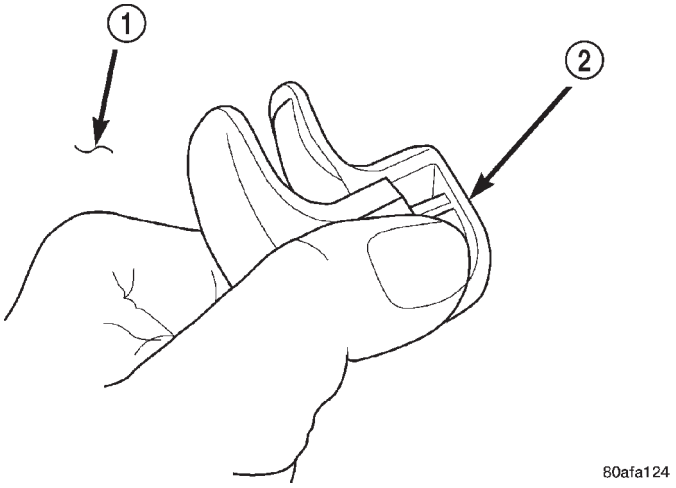


Fig. 92 Coat Hook Removal

1 – HEADLINER
2 – COAT HOOK

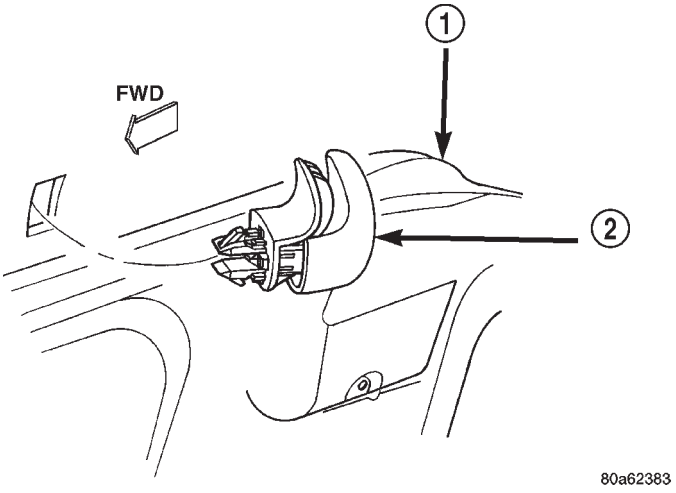


Fig. 93 Coat Hook

1 – CAB
2 – COAT HOOK

INSTALLATION

(1) Position coat hook in roof panel.

(2) Push the coat hook cover inward and secure the coat hook to the roof panel.

REMOVAL AND INSTALLATION (Continued)

QUAD CAB ASSIST HANDLE

REMOVAL

(1) Using a trim stick, remove the trim covering the assist handle attachment screws (Fig. 94).

(2) Remove the screw attaching the assist handle to the roof structure.

(3) Remove the assist handle.

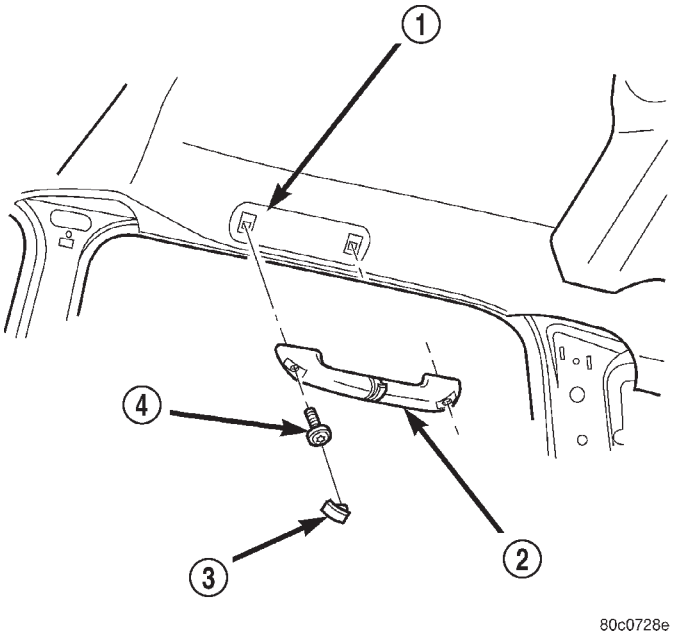


Fig. 94 Assist Handle

1 – HEADLINER
2 – GRAB HANDLE
3 – PUSH IN COVER
4 – SCREW

INSTALLATION

(1) Position the assist handle on the roof structure and headliner.

(2) Install the screws attaching the assist handle to the headliner and roof structure.

(3) Snap in the trim covers.

HEADLINER

REMOVAL

(1) Remove sun visors and visor hooks.

(2) Remove coat hooks.

(3) Remove overhead console, if equipped. Refer to Group 8V, Overhead Console for removal procedure.

(4) Remove A-pillar trim.

(5) Remove quarter trim/B-pillar trim panels.

(6) Remove dome lamp. Refer to Group 8L, Lamps for removal procedure.

(7) Separate headliner from roof panel (Fig. 95) and (Fig. 96).

(8) Extract headliner through door opening.

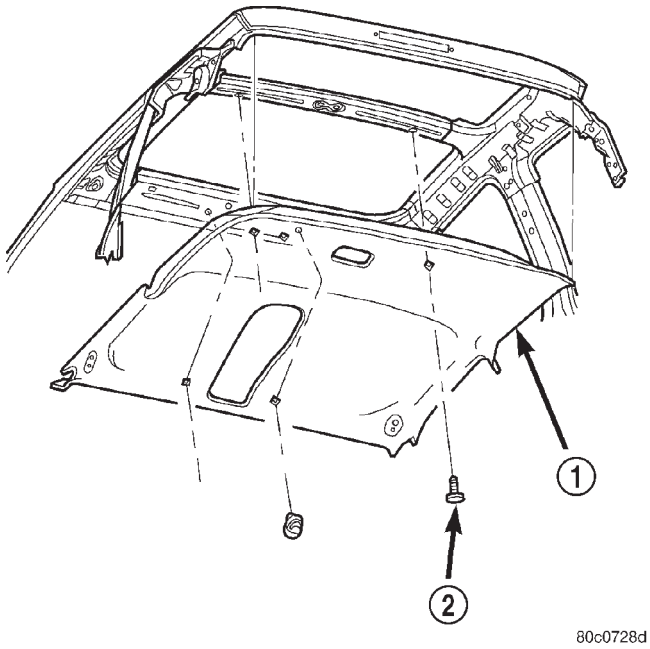


Fig. 95 Quad Cab Headliner

1 – HEADLINER
2 – PUSH IN FASTENER

INSTALLATION

(1) Position headliner in vehicle.

(2) Install dome lamp.

(3) Install quarter/B-pillar trim panels.

(4) Install A-pillar trim.

(5) Install overhead console, if equipped.

(6) Install coat hooks.

(7) Install sun visors and visor hooks.

ADJUSTMENTS

HOOD

(1) Loosen the hinge arm-to-hood panel bolts at each side of the vehicle.

(2) Loosen the hood latch screws.

(3) Close the hood. Adjust the fore/aft position.

(4) Raise the hood. Tighten the hinge arm-to-hood panel bolts.

(5) Tighten the latch screws.

(6) Lower the hood. Inspect clearance between the hood and the cowl cover.

HOOD LATCH STRIKER

(1) Open the hood.

(2) Loosen the latch striker screws.

(3) Slowly close the hood and observe the latching operation.

(3) As necessary, adjust the striker position. Tighten the screws.

ADJUSTMENTS (Continued)

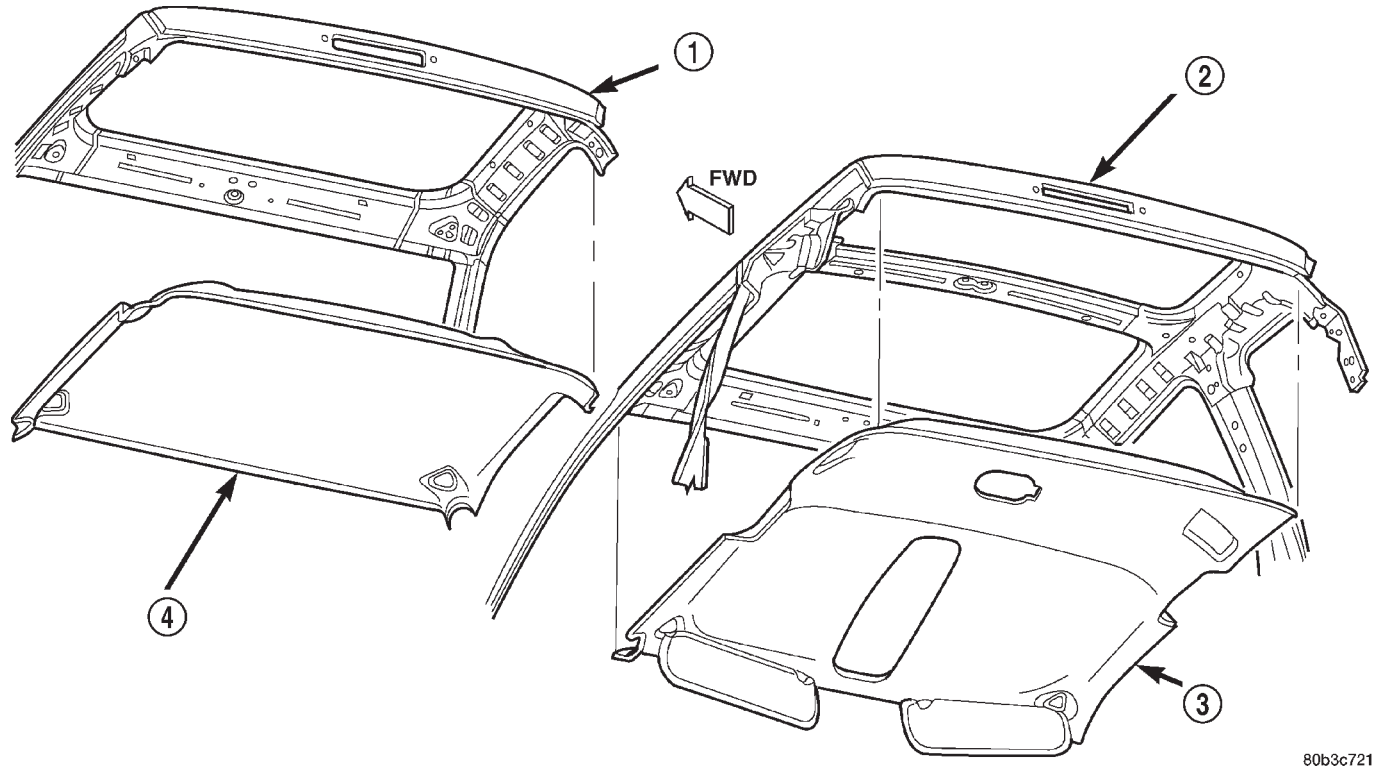


Fig. 96 Headliner

1 – STANDARD CAB
2 – EXTENDED CAB
3 – HEADLINER
4 – HEADLINER

HOOD LATCH

(1) Open the hood.
(2) Loosen the hood latch screws.
(3) Move the latch to the correct location and lightly tighten the screws.
(4) Close the hood slowly and observe the latching operation.
(5) As necessary, adjust the latch position and tighten the screws.

FRONT DOOR LATCH

(1) Insert a torx driver through the round hole in the door end frame near the latch striker opening (Fig. 97).
(2) Loosen torx head screw on the side of the latch linkage.
(3) Lift upward on outside door handle and release it.
(4) Tighten torx head screw on latch.
(5) Verify latch operation.

FRONT DOOR IN/OUT

In/out door adjustment is done by loosening the hinge to door fasteners. Then move the door to the correct position.
(1) Support the door with a padded floor jack.

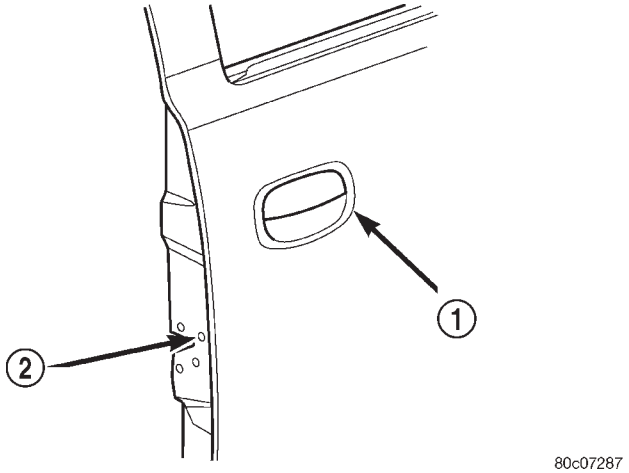


Fig. 97 Door Latch Adjustment

1 – OUTSIDE DOOR HANDLE
2 – DOOR LATCH ADJUSTMENT ACCESS

(2) Loosen the applicable hinge to door fasteners. Move the door to the correct in/out position.
(3) If necessary, loosen the other hinge to door fasteners and move the door to the correct in/out position.
(4) Tighten the hinge to door fasteners.
(5) Remove the floor jack from the door.

ADJUSTMENTS (Continued)

FRONT DOOR UP/DOWN

Up/down door adjustment is done by loosening the hinge to cowl fasteners at both hinges. Then move the door to the correct position.

(1) Support the door with a padded floor jack.

(2) Loosen hinge to cowl fasteners at both hinges. Move the door to the correct up/down position.

(3) Tighten the hinge to cowl fasteners.

(4) Remove the floor jack from the door.

REAR DOOR ADJUSTMENT

Minor adjustment for alignment of the door is made by moving the latch striker

In and Out

(1) Loosen the latch striker.

(2) Tap the latch striker inward if the door character line is outboard of the body character line or tap the latch striker outward if the door character line is inboard of the body character line.

(3) Inspect alignment. If correct, tighten striker to 28 N·m (20 ft. lbs.) torque.

Up and Down

(1) Loosen the latch striker.

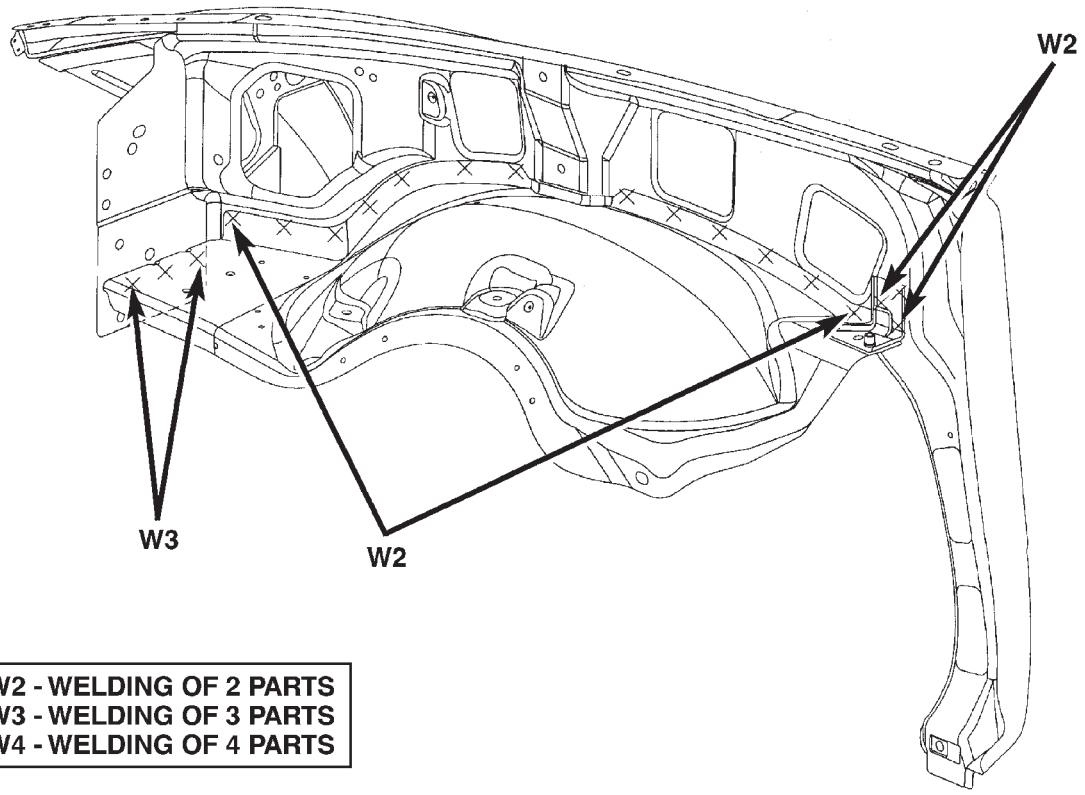
(2) Tap the latch striker downward if the door character line is higher than the body character line or tap the latch striker upward if the door character line is lower than the body character line.

(3) Inspect alignment. If correct, tighten striker to 28 N·m (20 ft. lbs.) torque.

SPECIFICATIONS

WELD LOCATIONS

FRONT FENDER AND INNER WHEELHOUSE

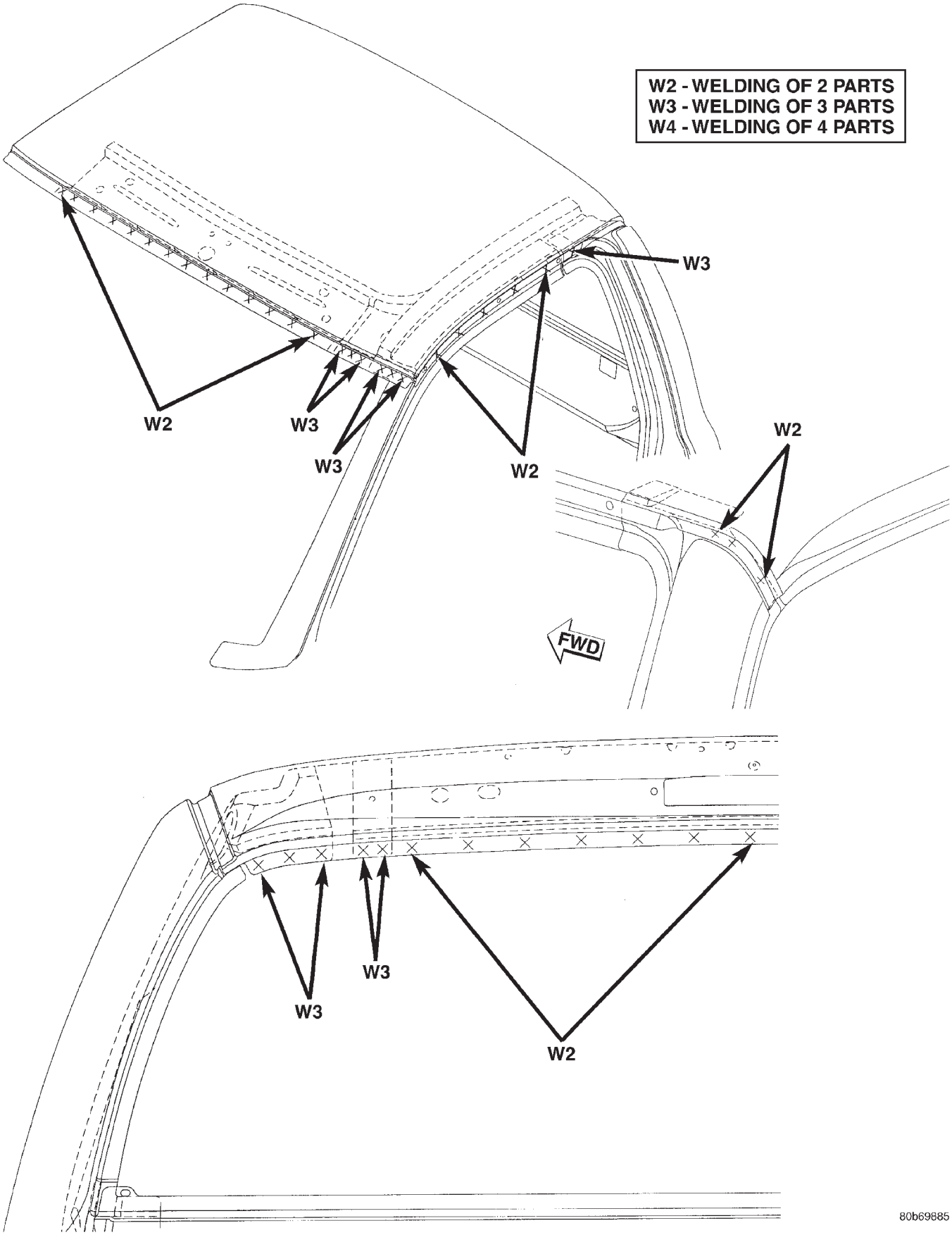


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

80b69884

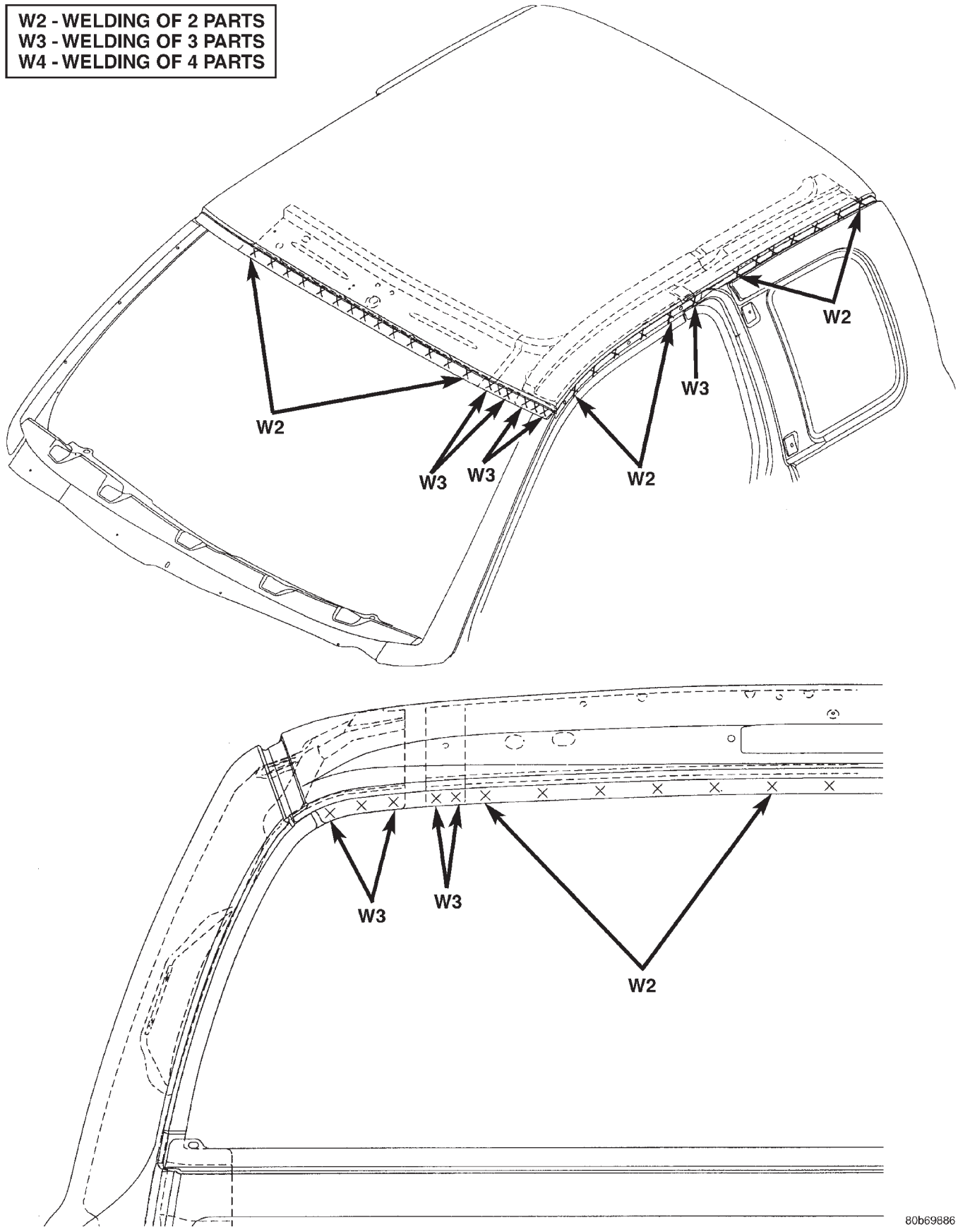
SPECIFICATIONS (Continued)

ROOF PANEL—REGULAR CAB



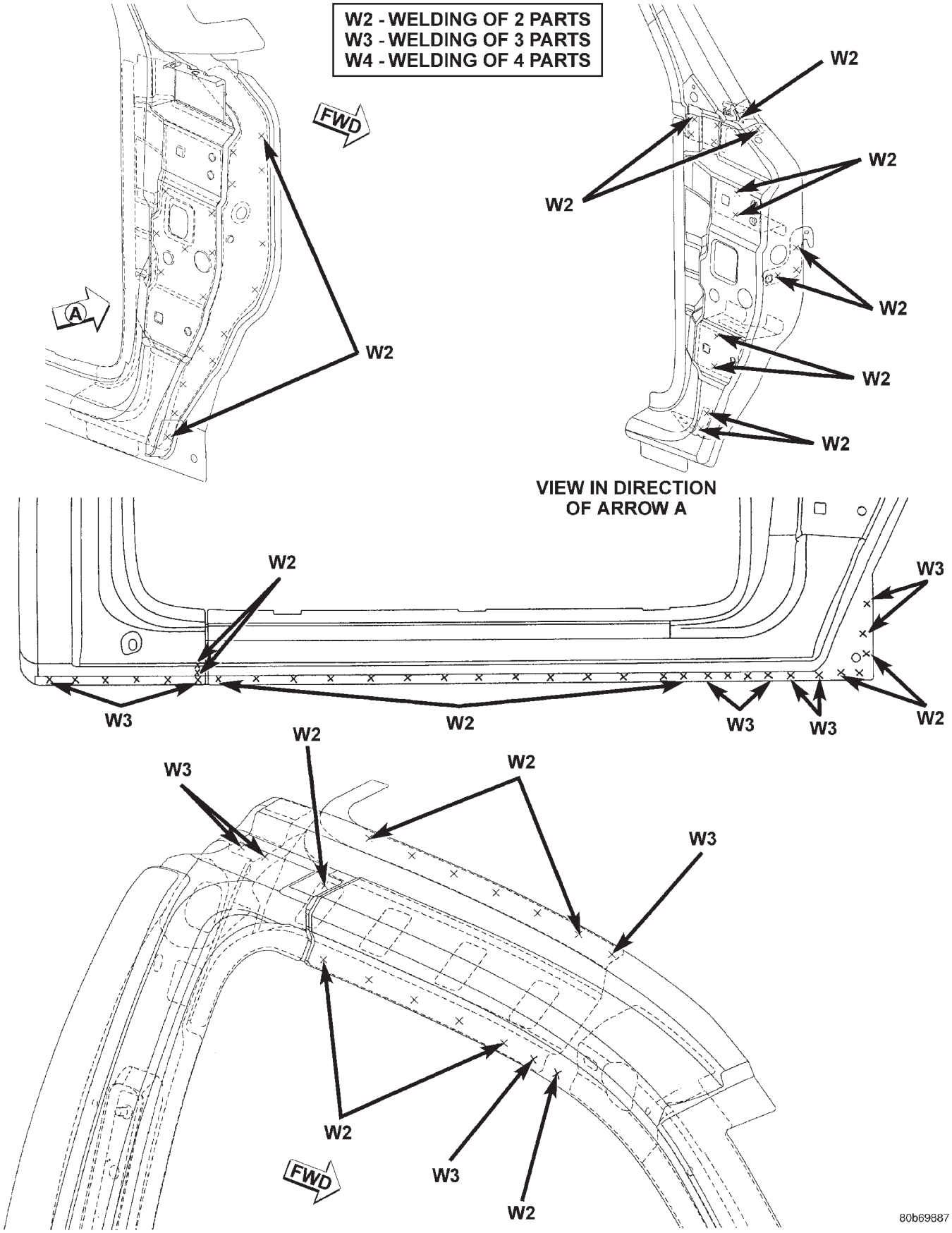
SPECIFICATIONS (Continued)

ROOF PANEL—CLUB CAB



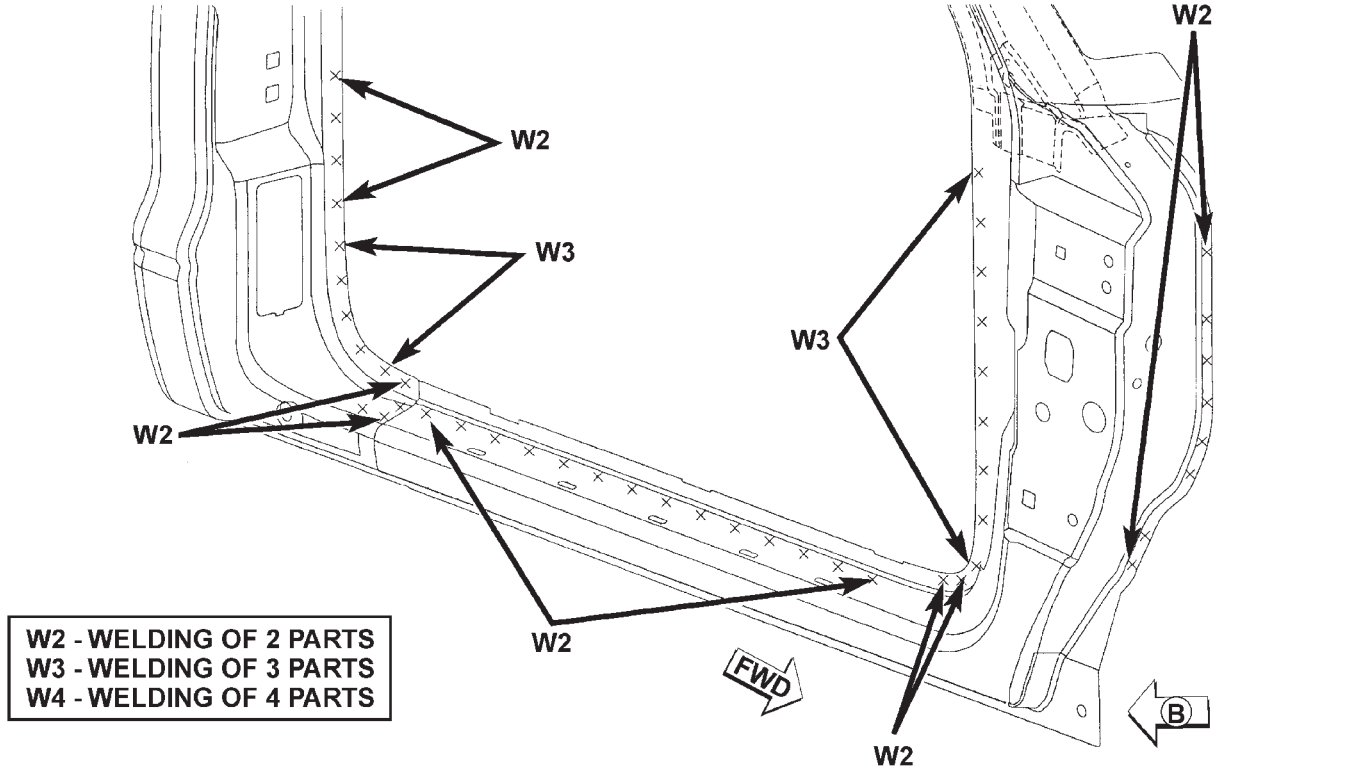
SPECIFICATIONS (Continued)

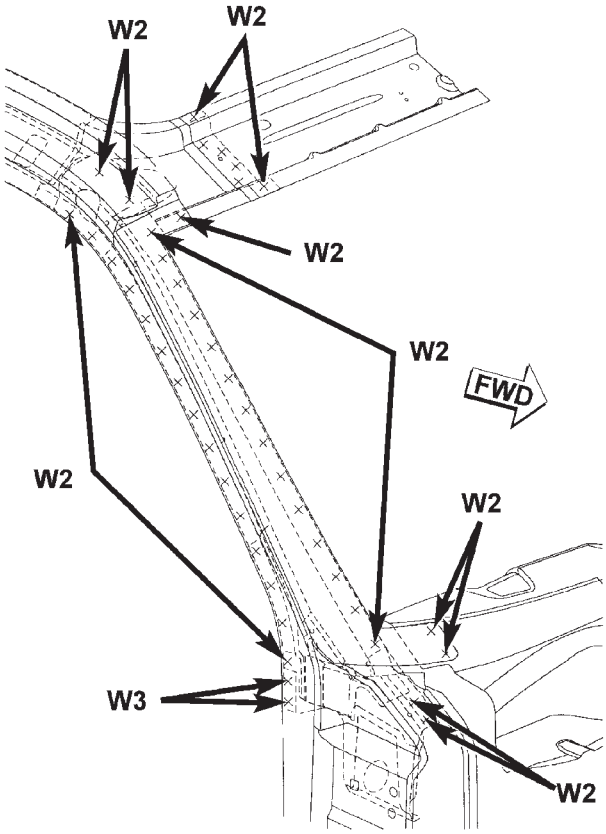
BODY SIDE APERTURE—REGULAR CAB

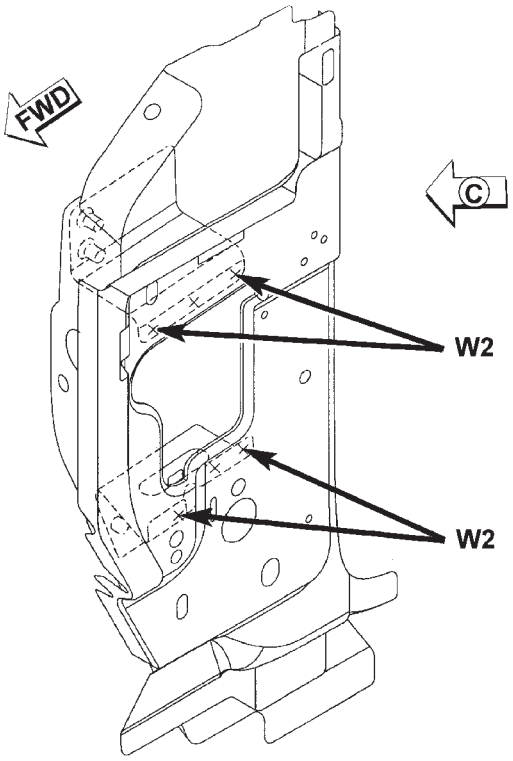


SPECIFICATIONS (Continued)

BODY SIDE APERTURE—REGULAR CAB





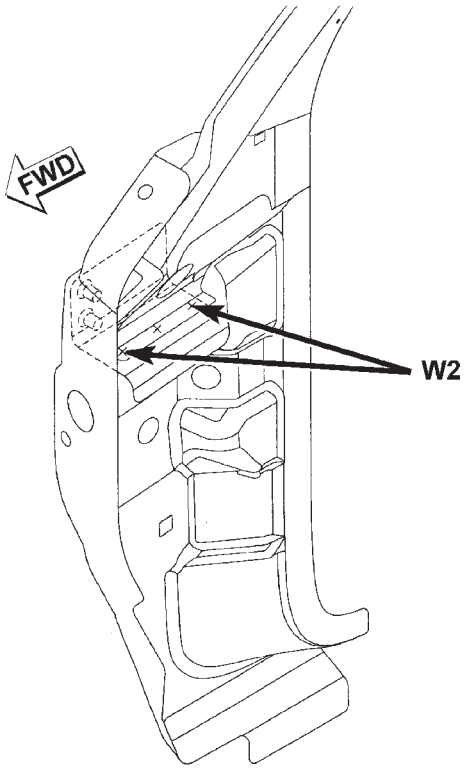


VIEW IN DIRECTION OF ARROW B

80b69888

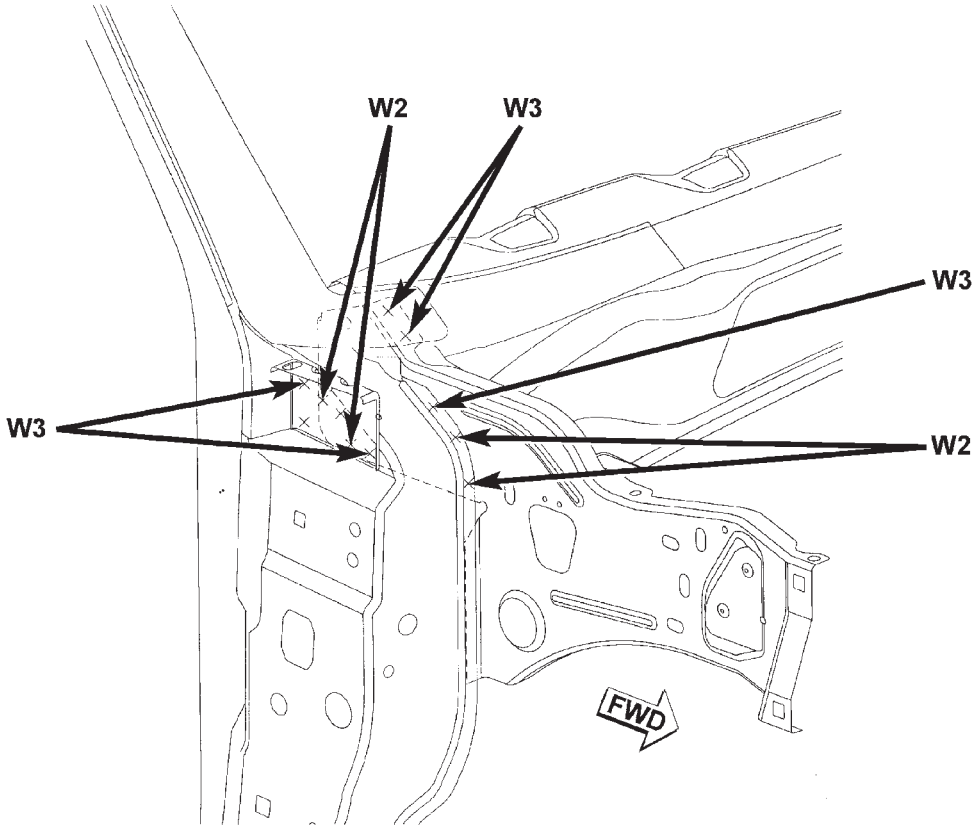
SPECIFICATIONS (Continued)

BODY SIDE APERTURE—REGULAR CAB



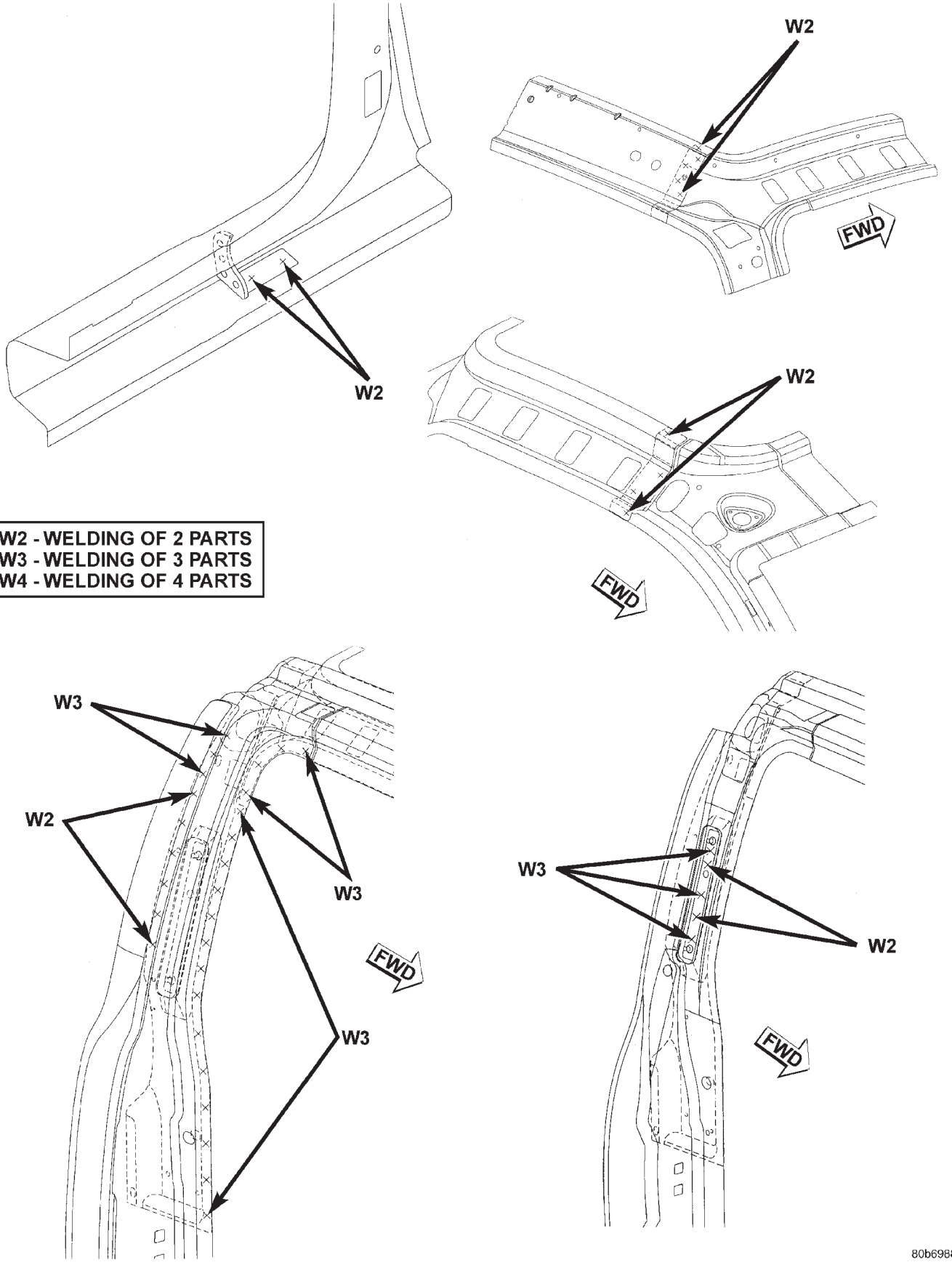
W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

VIEW IN DIRECTION OF ARROW C



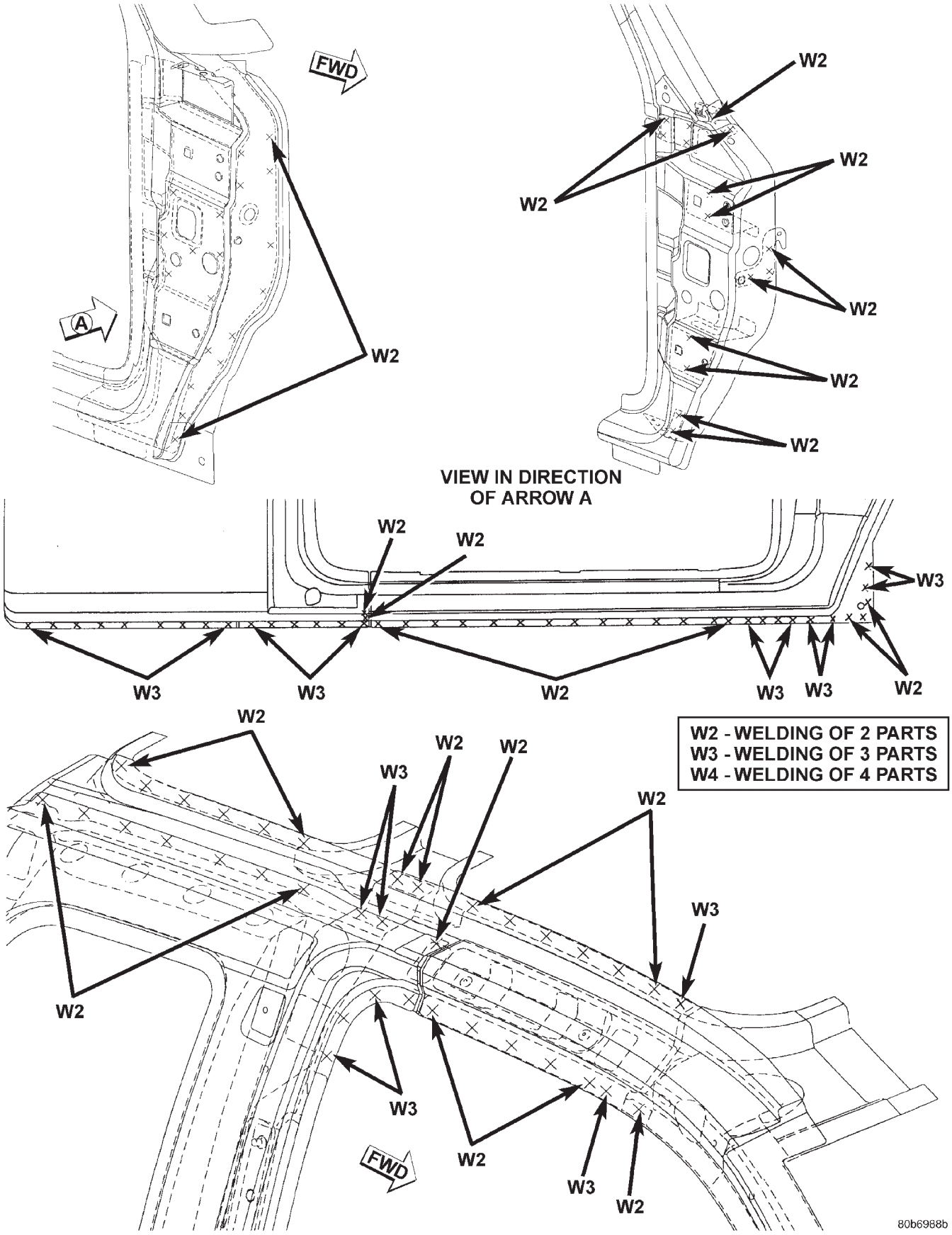
SPECIFICATIONS (Continued)

BODY SIDE APERTURE—REGULAR CAB



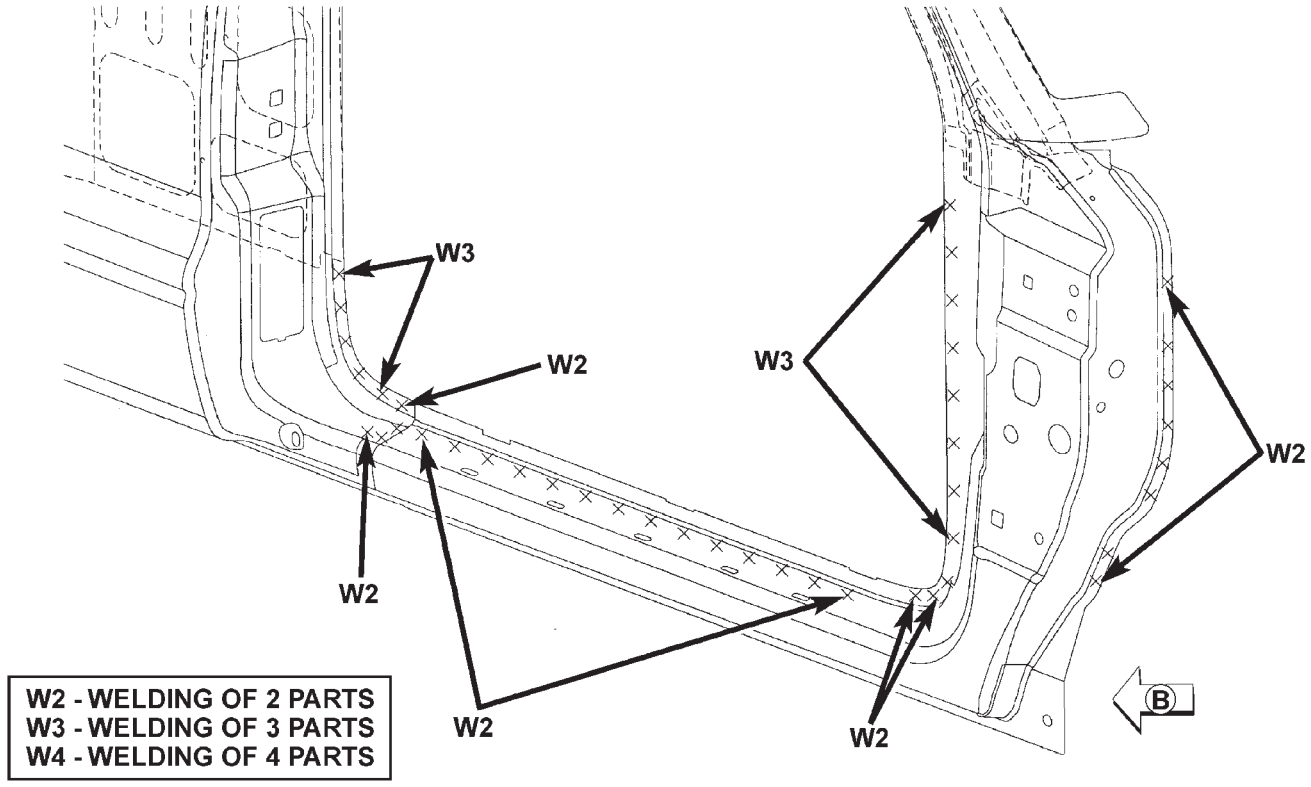
SPECIFICATIONS (Continued)

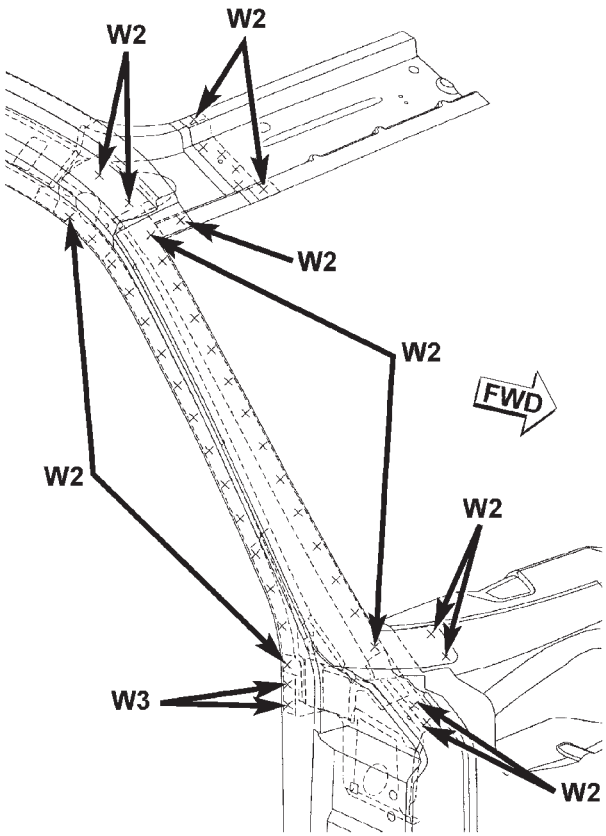
BODY SIDE APERTURE—CLUB CAB

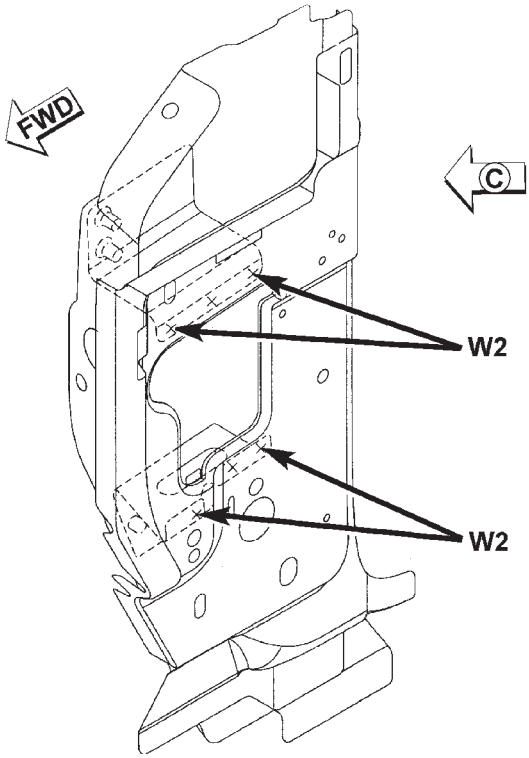


SPECIFICATIONS (Continued)

BODY SIDE APERTURE—CLUB CAB





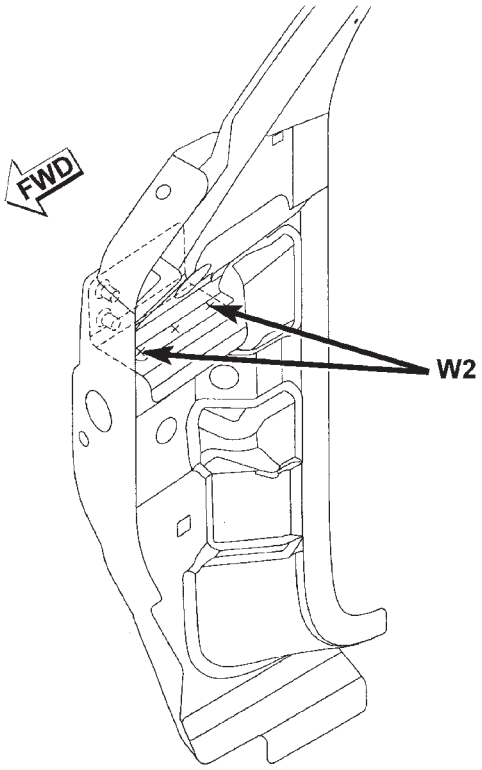


VIEW IN DIRECTION OF ARROW B

80b6988c

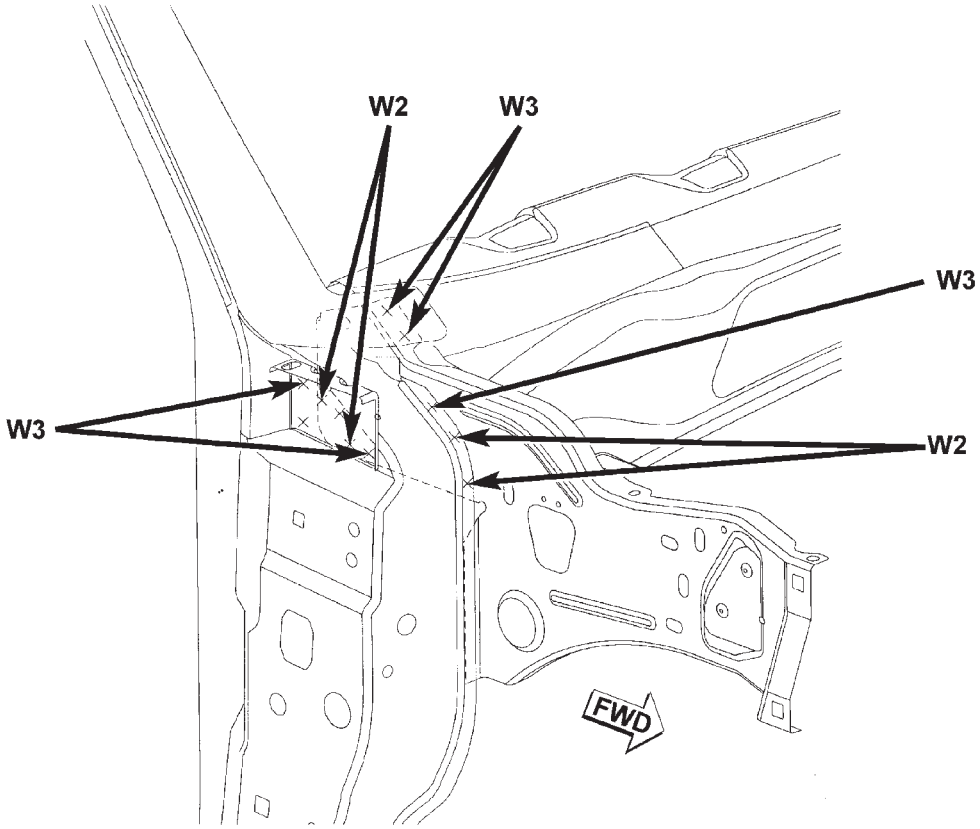
SPECIFICATIONS (Continued)

BODY SIDE APERTURE—CLUB CAB



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

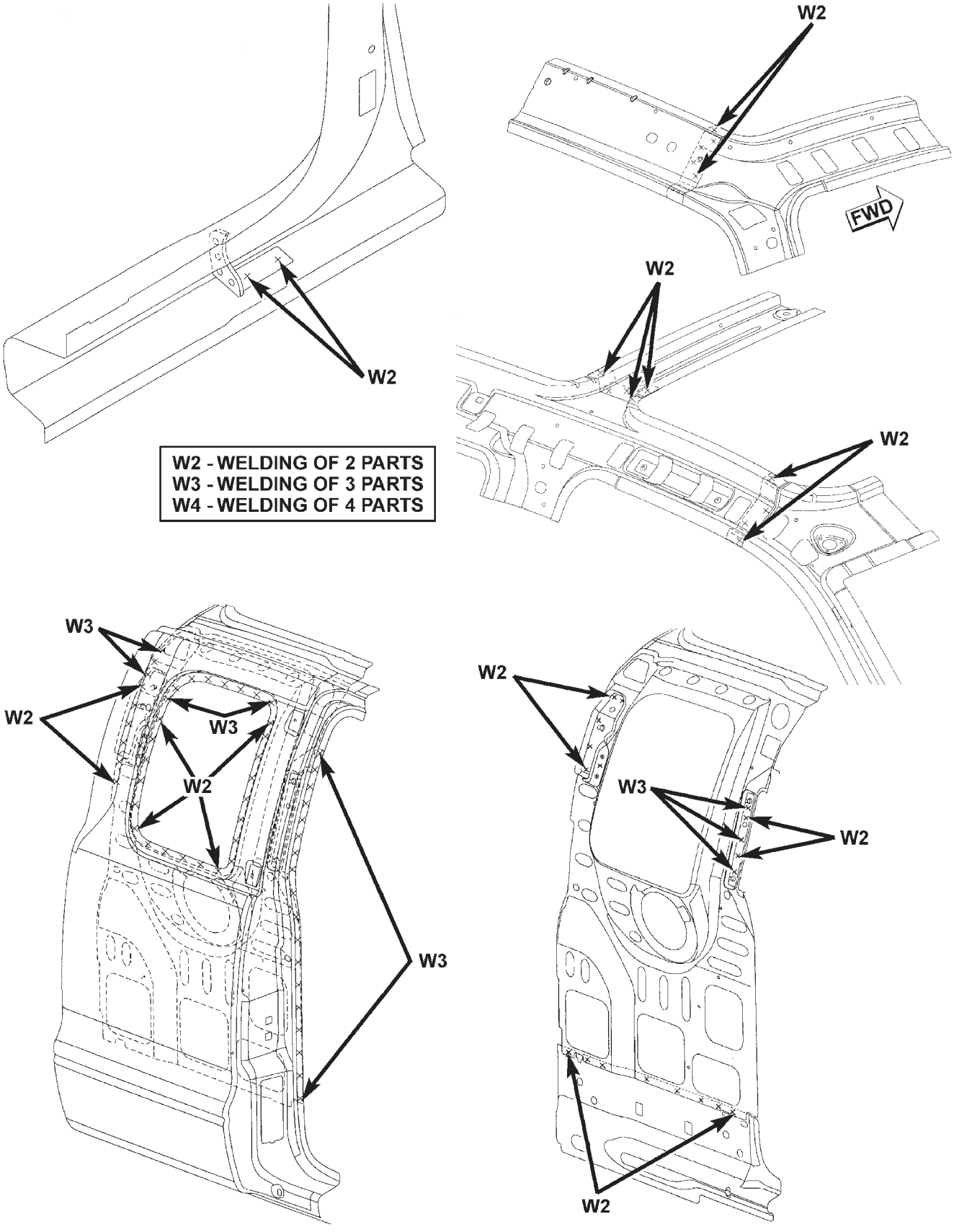
VIEW IN DIRECTION OF ARROW C



80b6988d

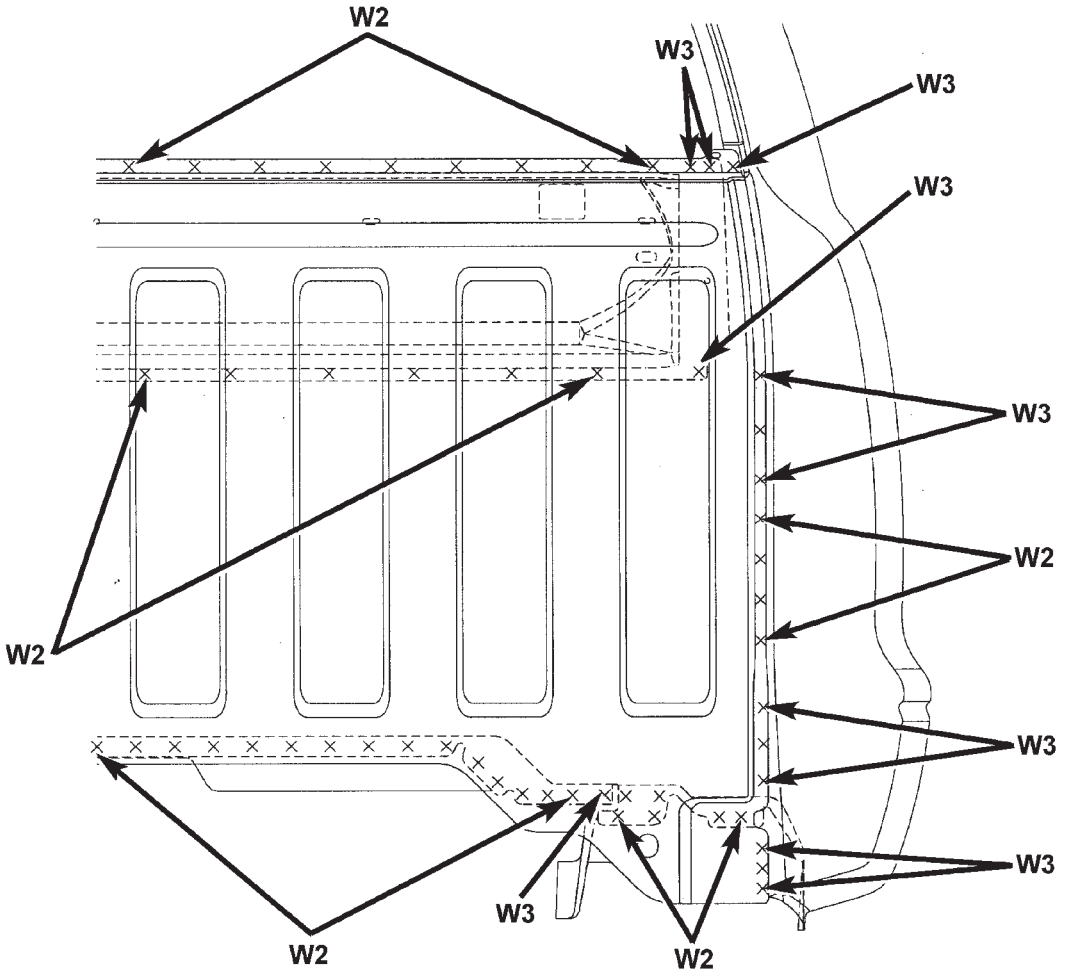
SPECIFICATIONS (Continued)

BODY SIDE APERTURE—CLUB CAB



SPECIFICATIONS (Continued)

CAB BACK PANEL—REGULAR CAB

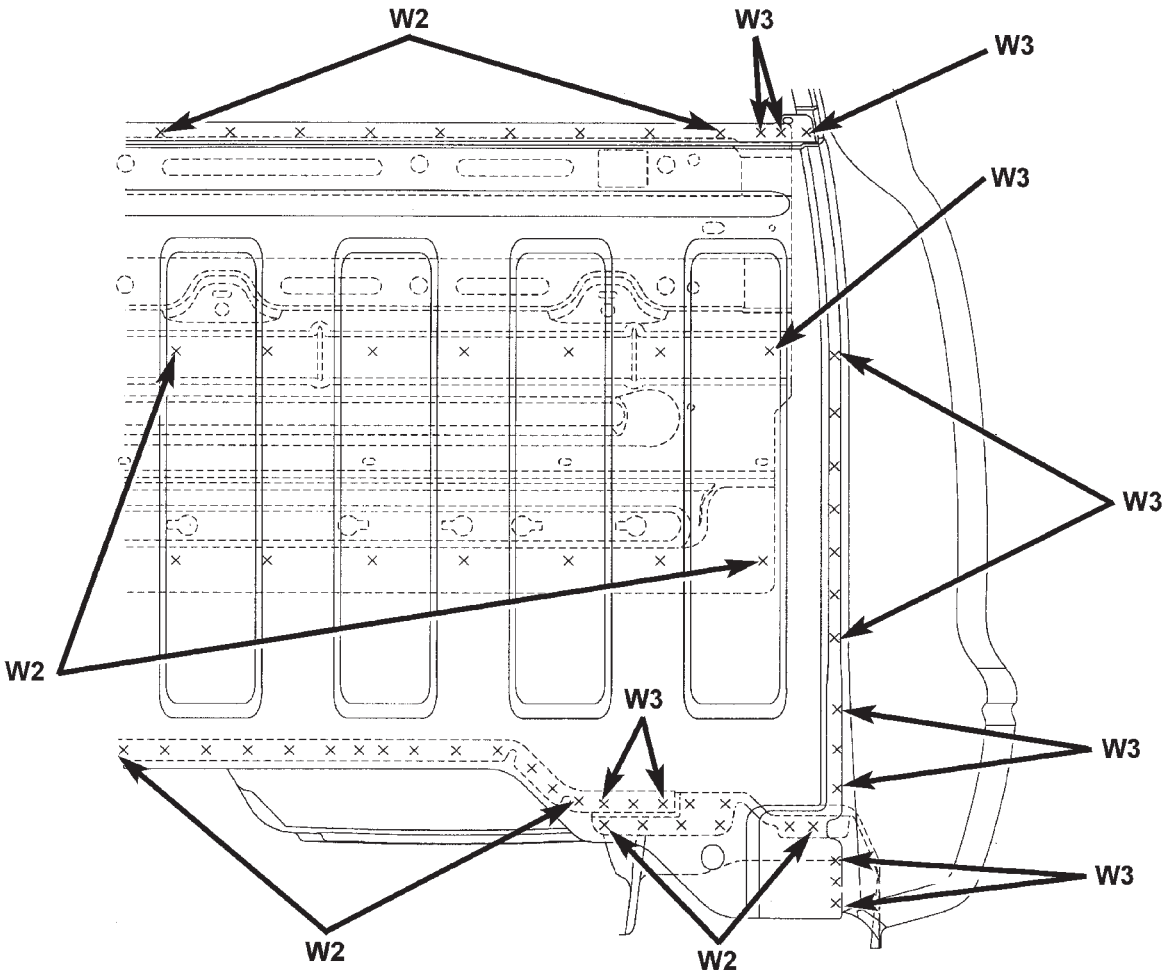


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

80b6988f

SPECIFICATIONS (Continued)

CAB BACK PANEL—CLUB CAB

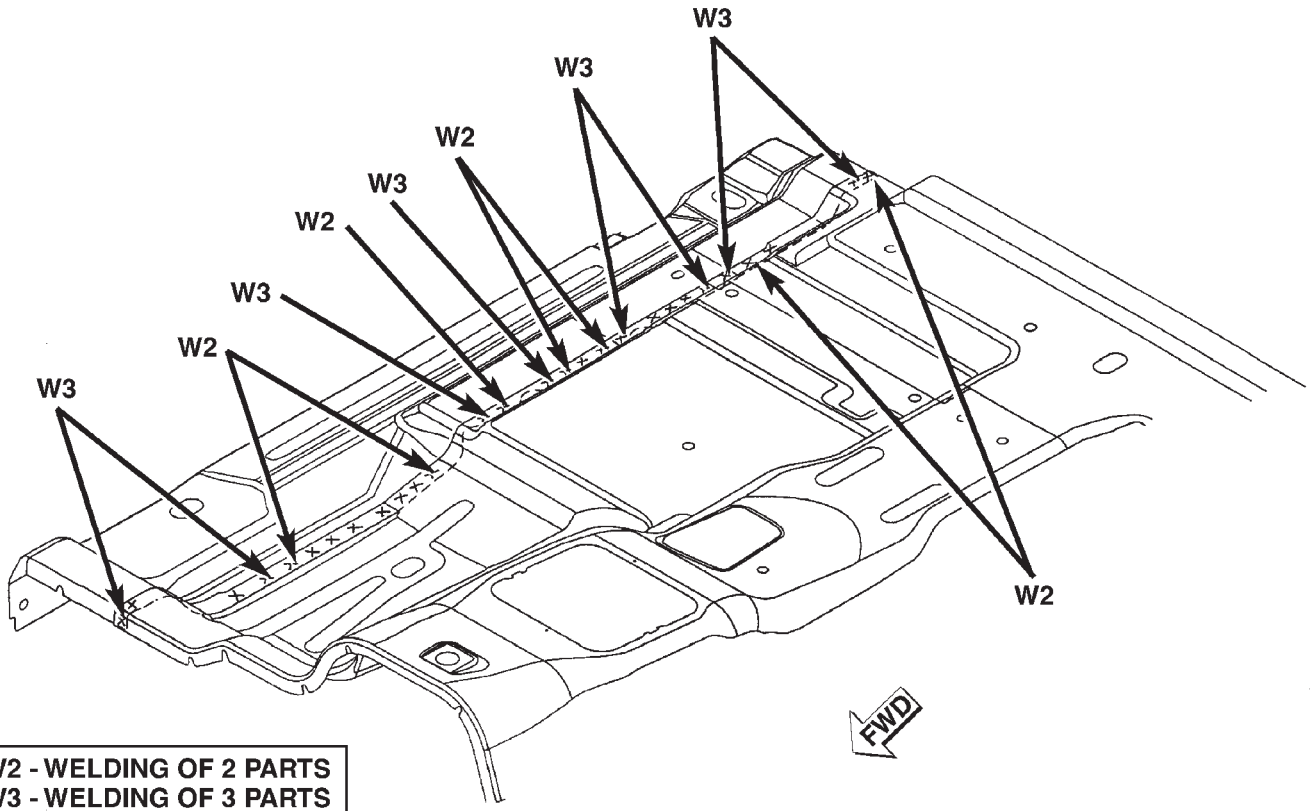


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

80b69890

SPECIFICATIONS (Continued)

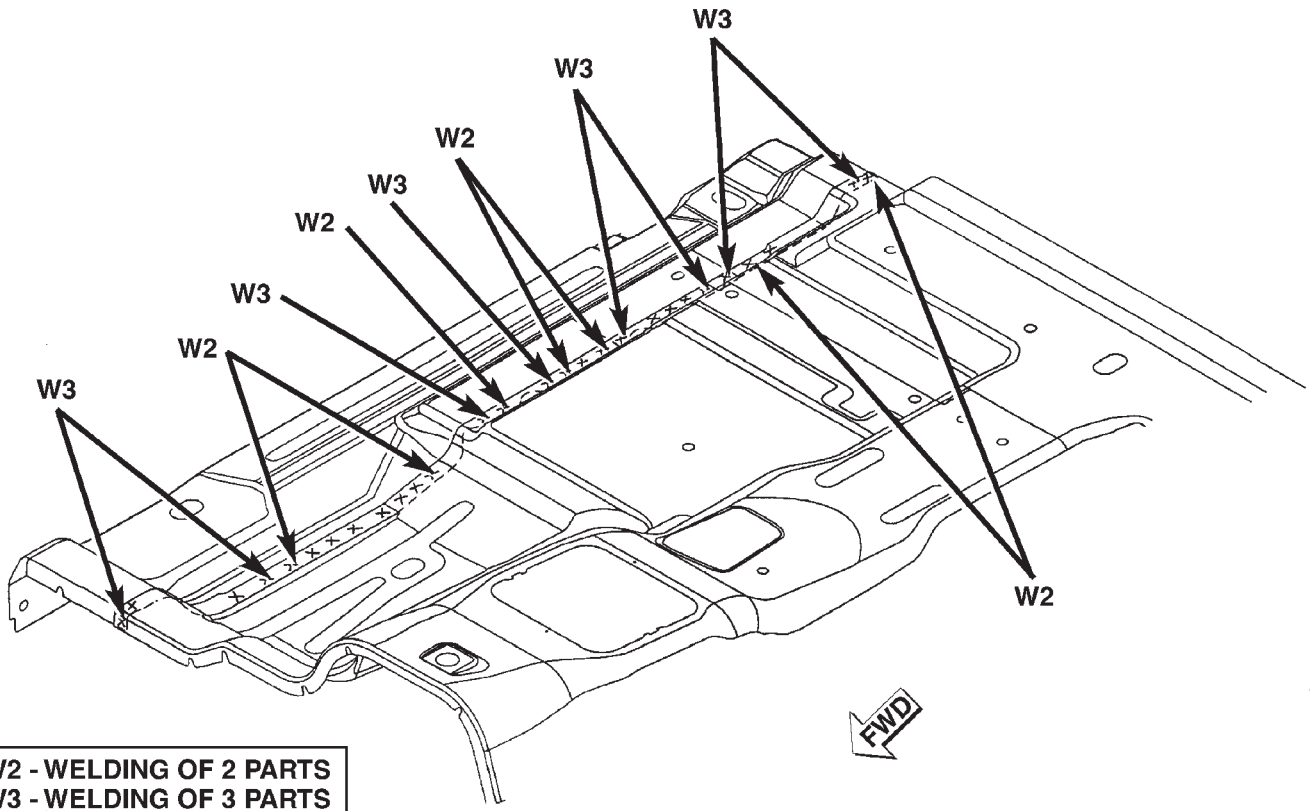
FLOOR PAN—REGULAR CAB



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

80b69891

FLOOR PAN—REGULAR CAB

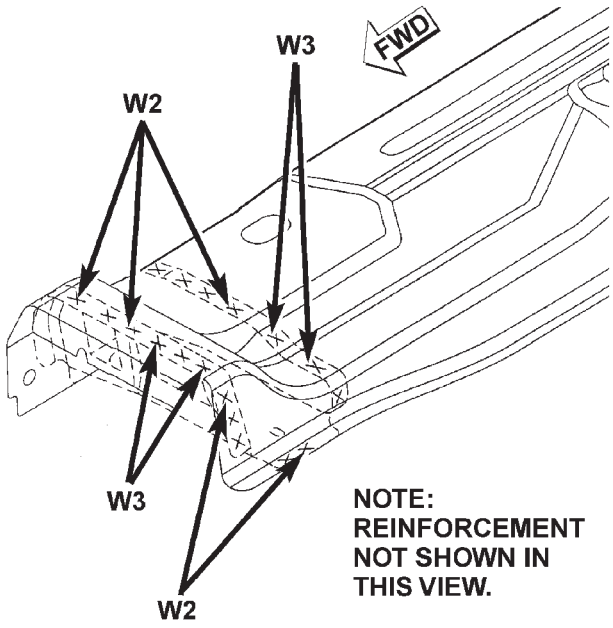


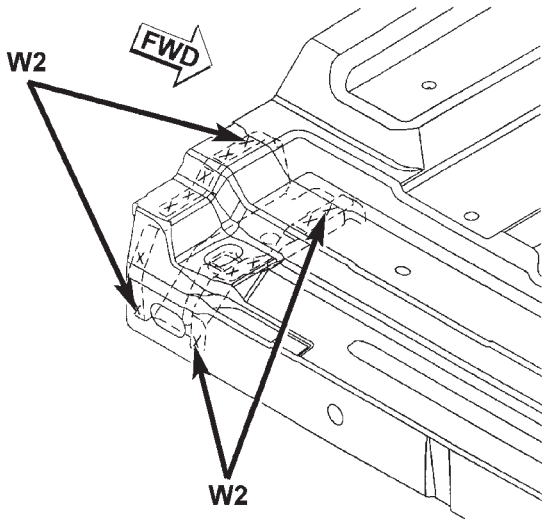
W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

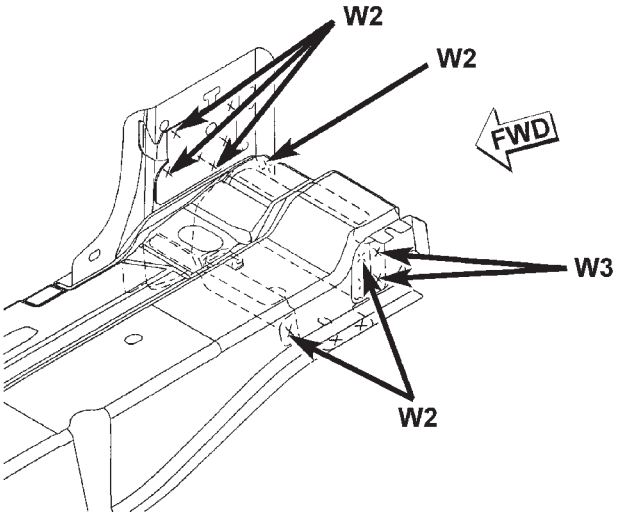
80b69891

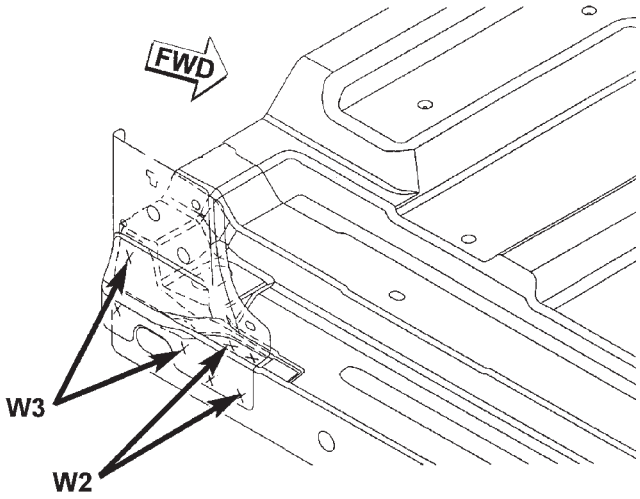
SPECIFICATIONS (Continued)

FLOOR PAN—REGULAR CAB







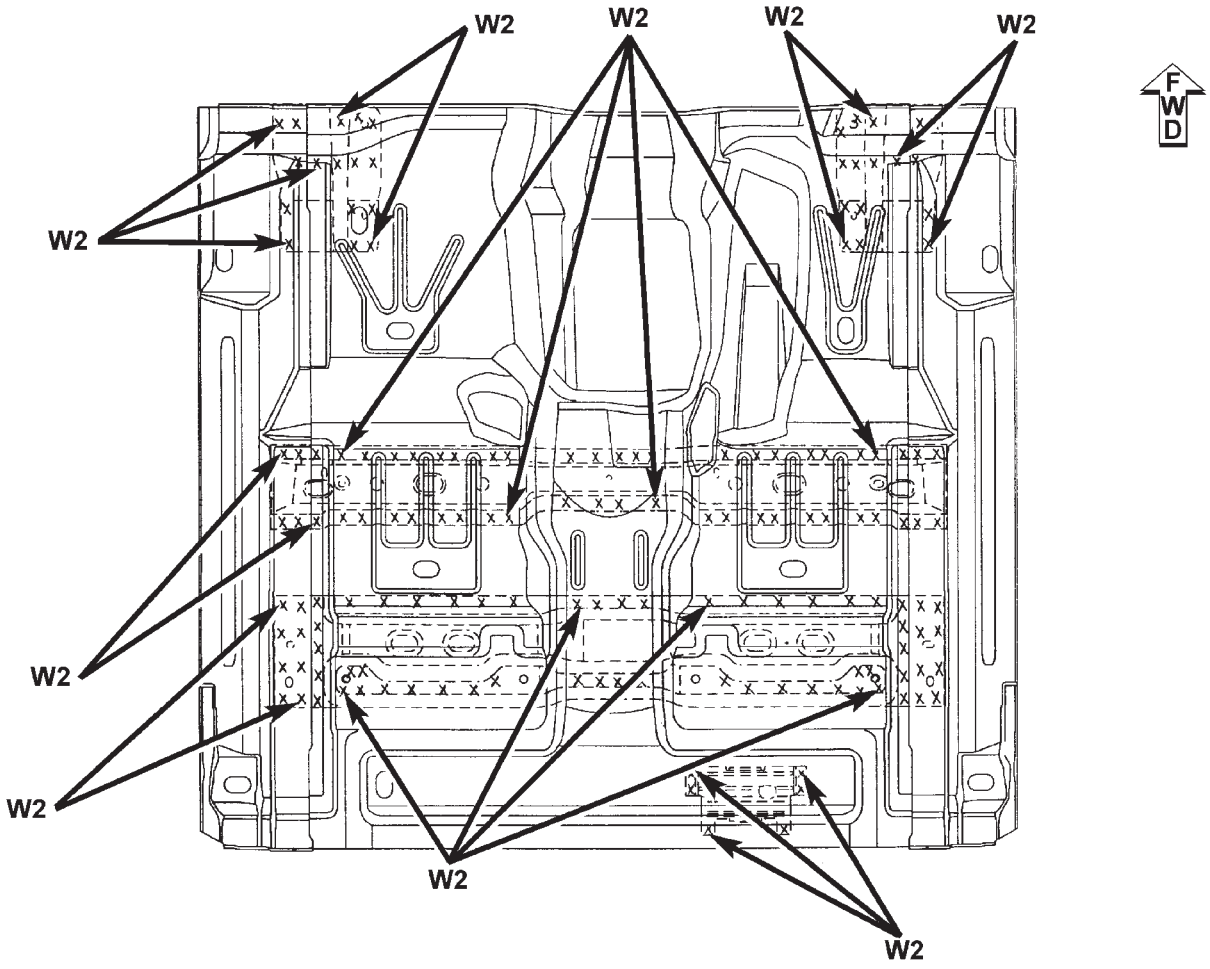


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

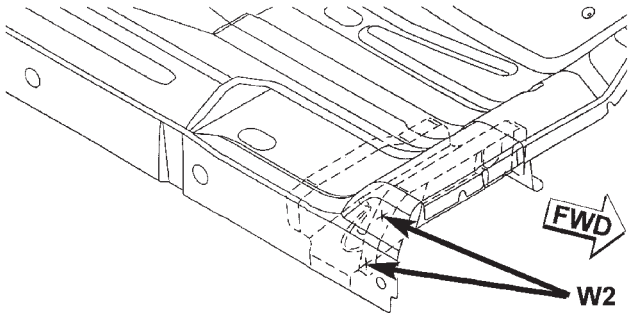
80b69892

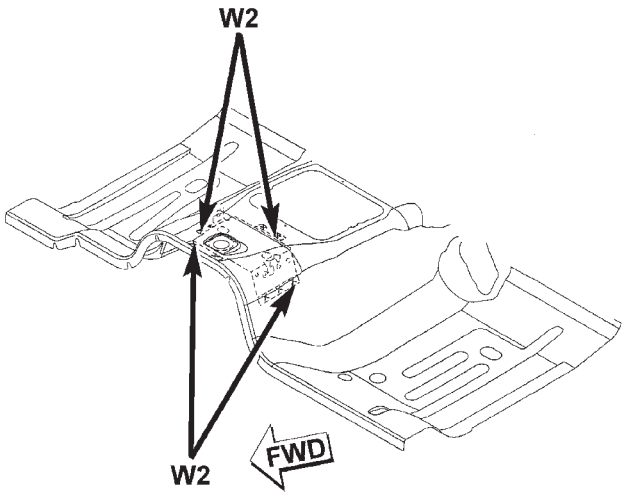
SPECIFICATIONS (Continued)

FLOOR PAN—CLUB CAB



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

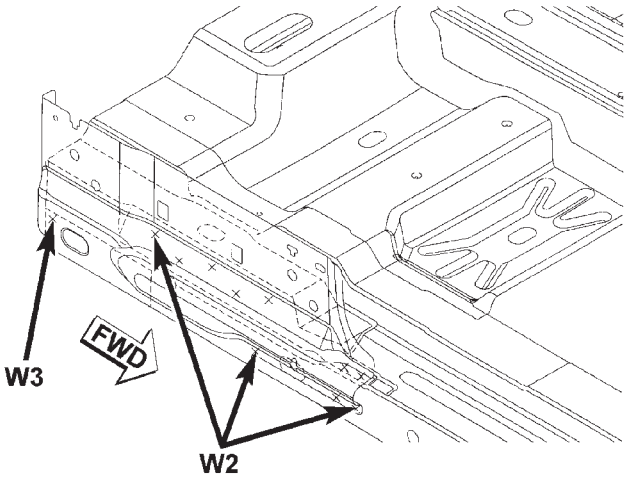


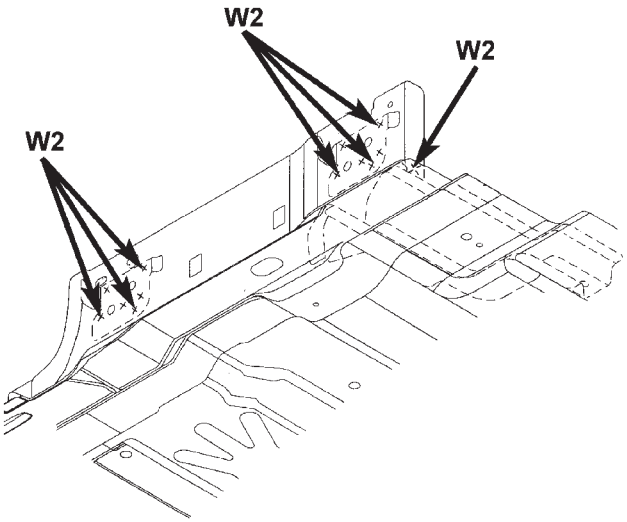


80b69893

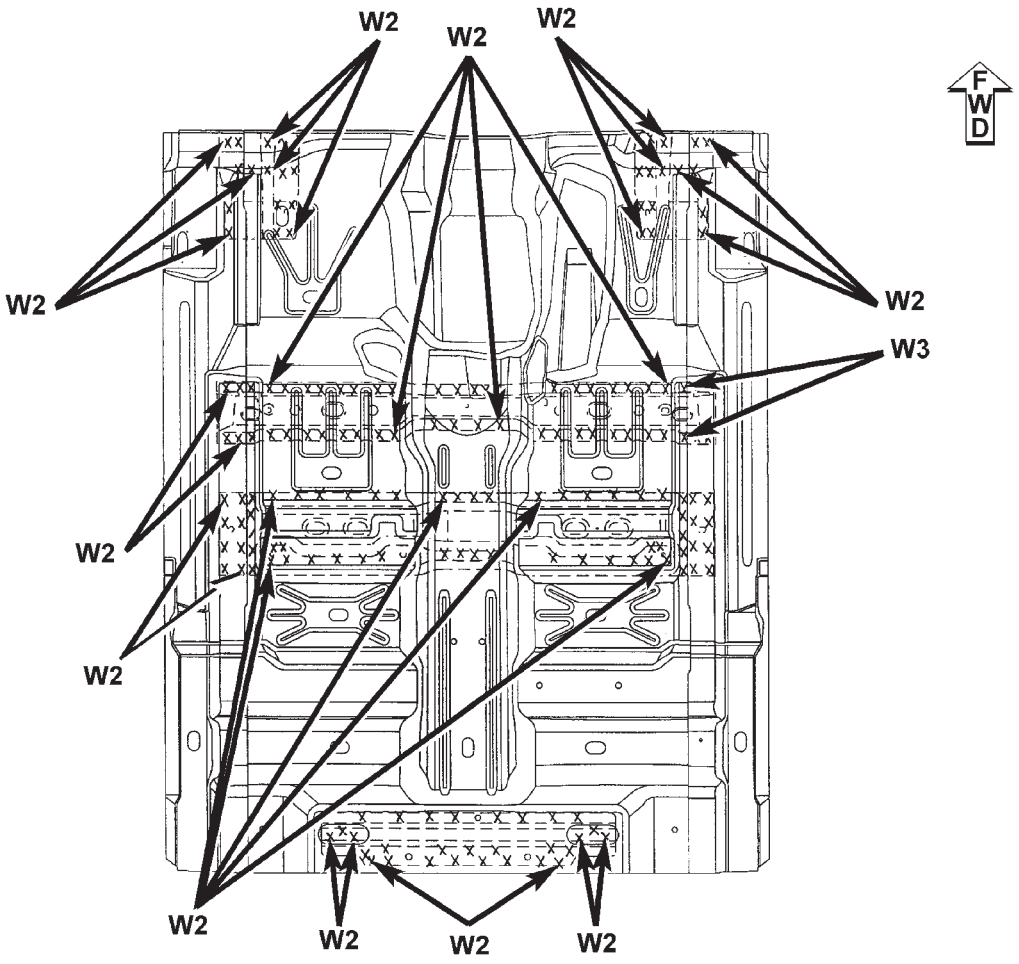
SPECIFICATIONS (Continued)

FLOOR PAN—CLUB CAB





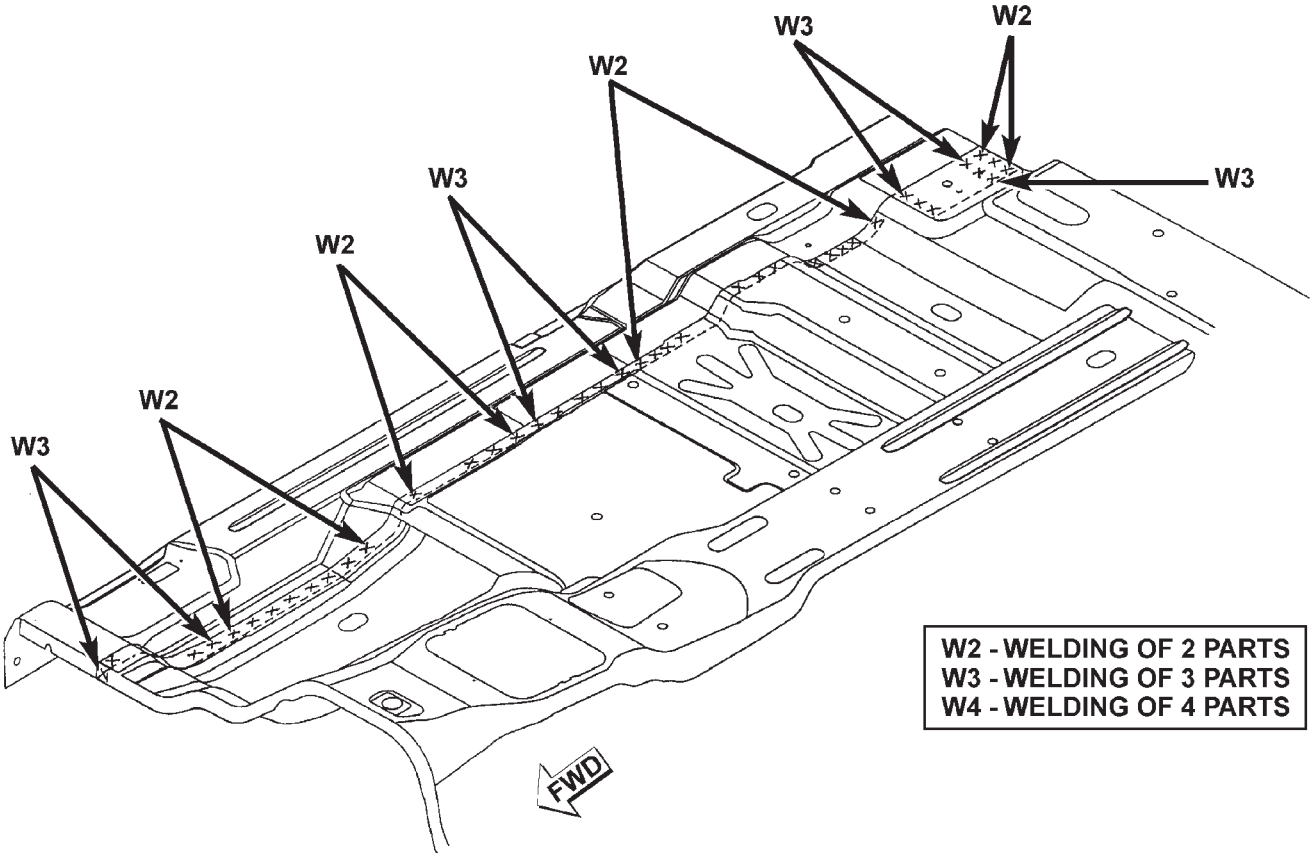
W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

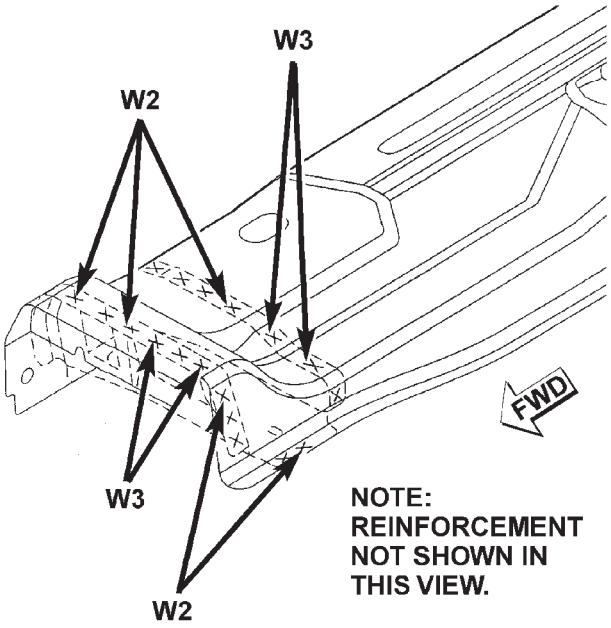


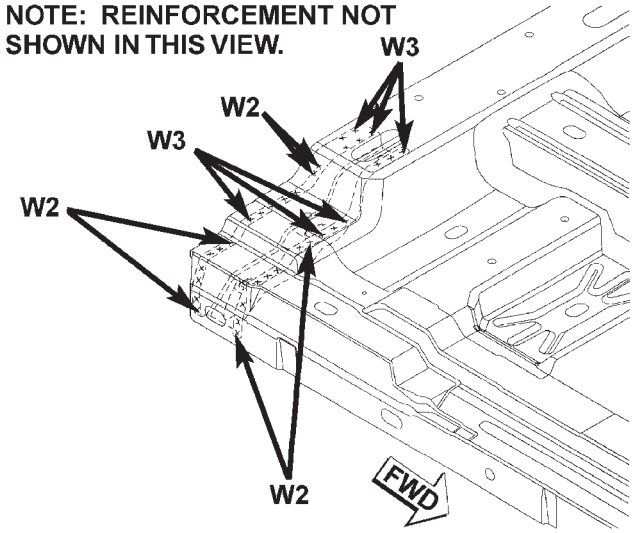
80b69894

SPECIFICATIONS (Continued)

FLOOR PAN—CLUB CAB



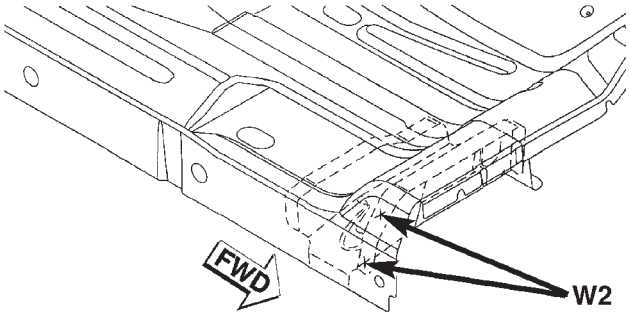


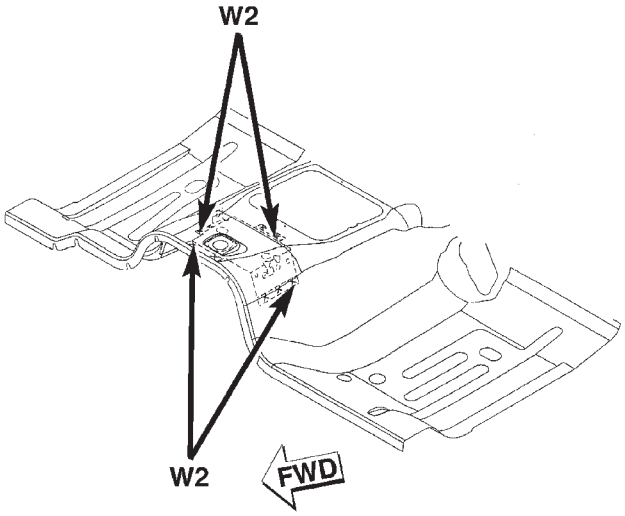


80b69895

SPECIFICATIONS (Continued)

COWL AND DASH PANEL



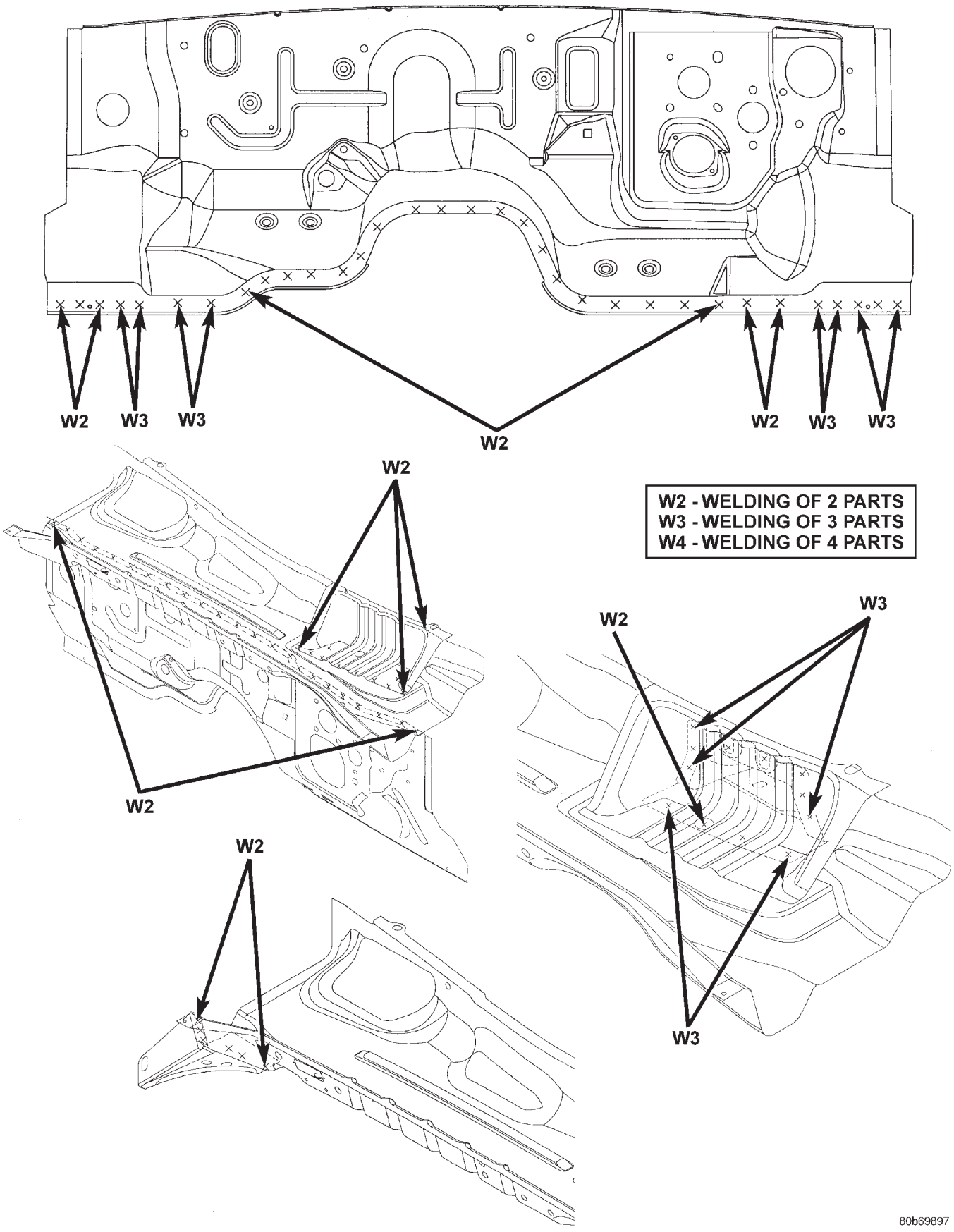


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

80b69896

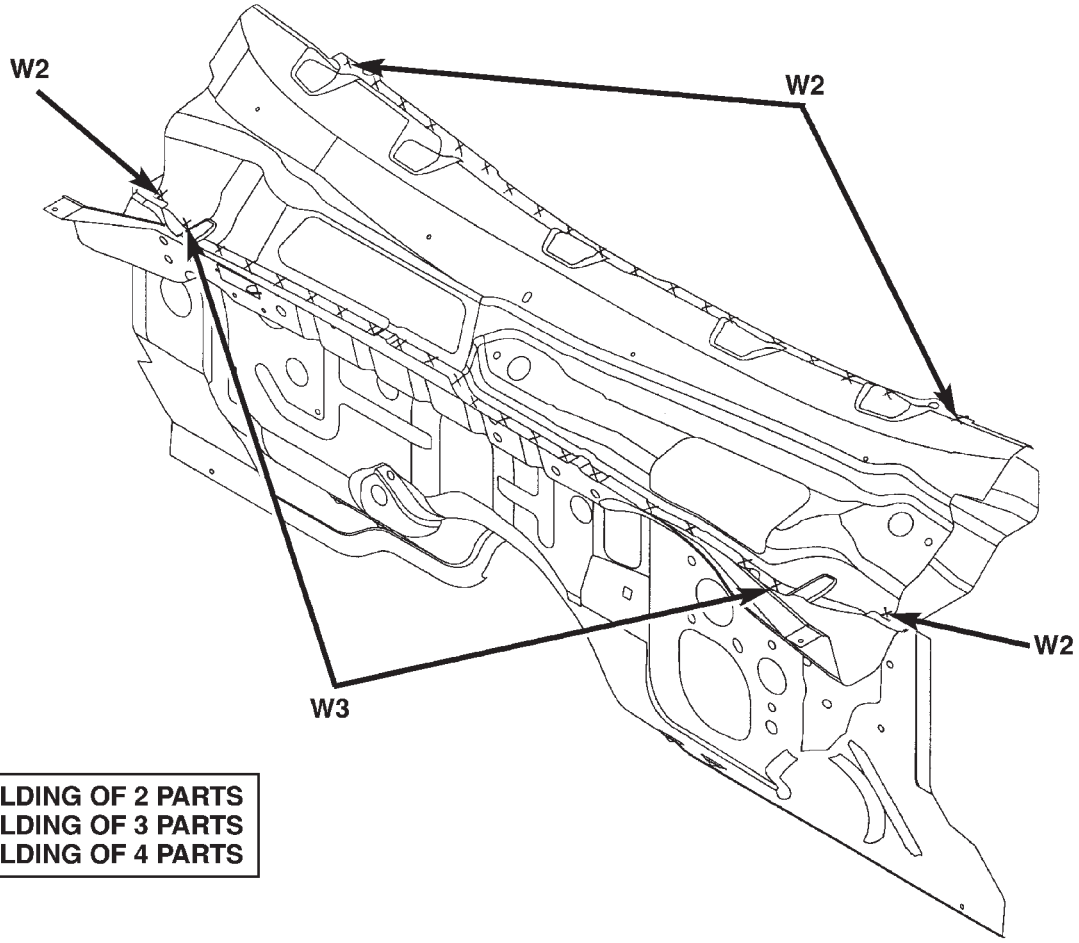
SPECIFICATIONS (Continued)

COWL AND DASH PANEL

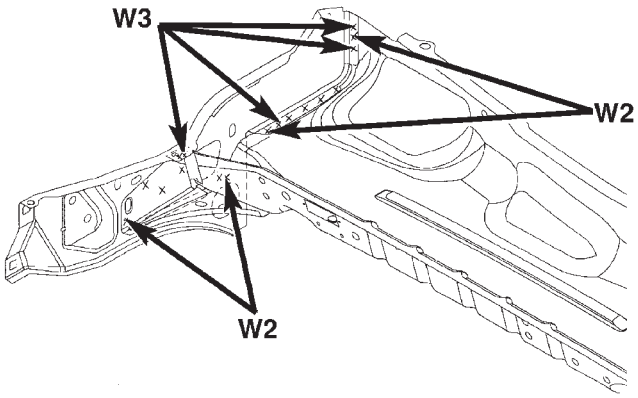


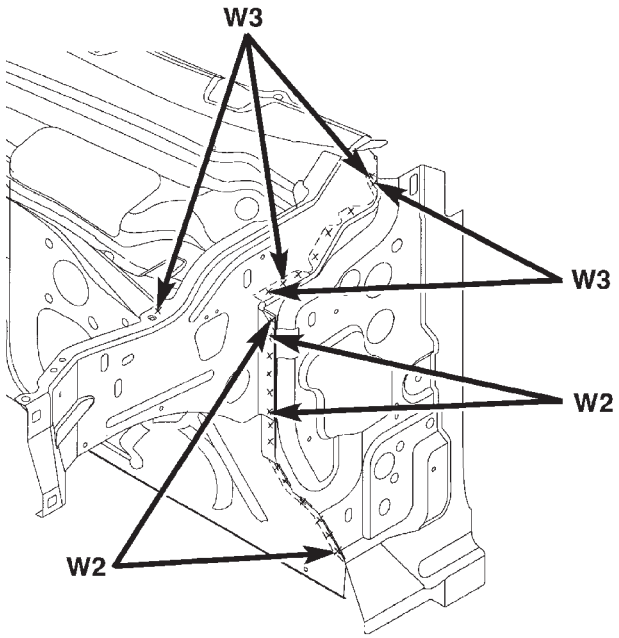
SPECIFICATIONS (Continued)

CARGO BOX OUTER SIDE PANEL



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

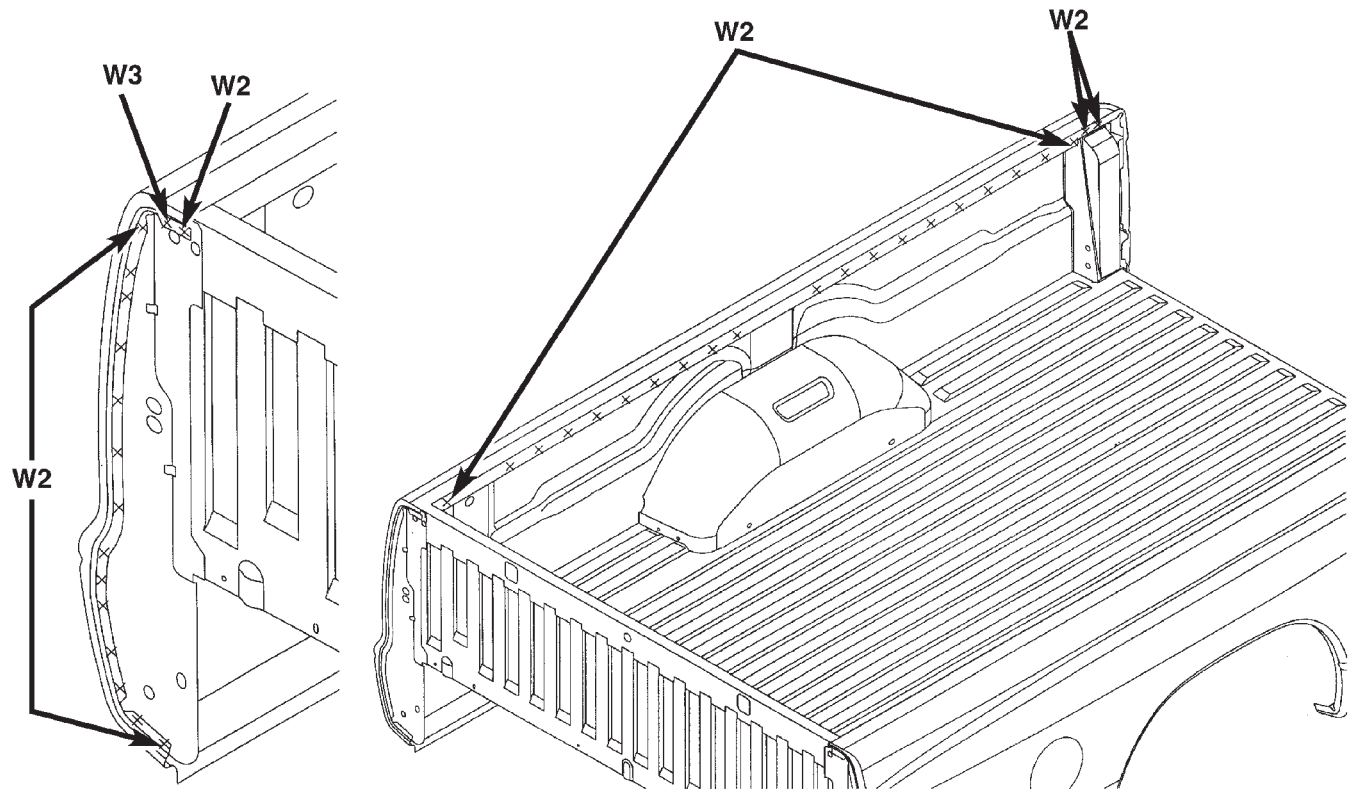


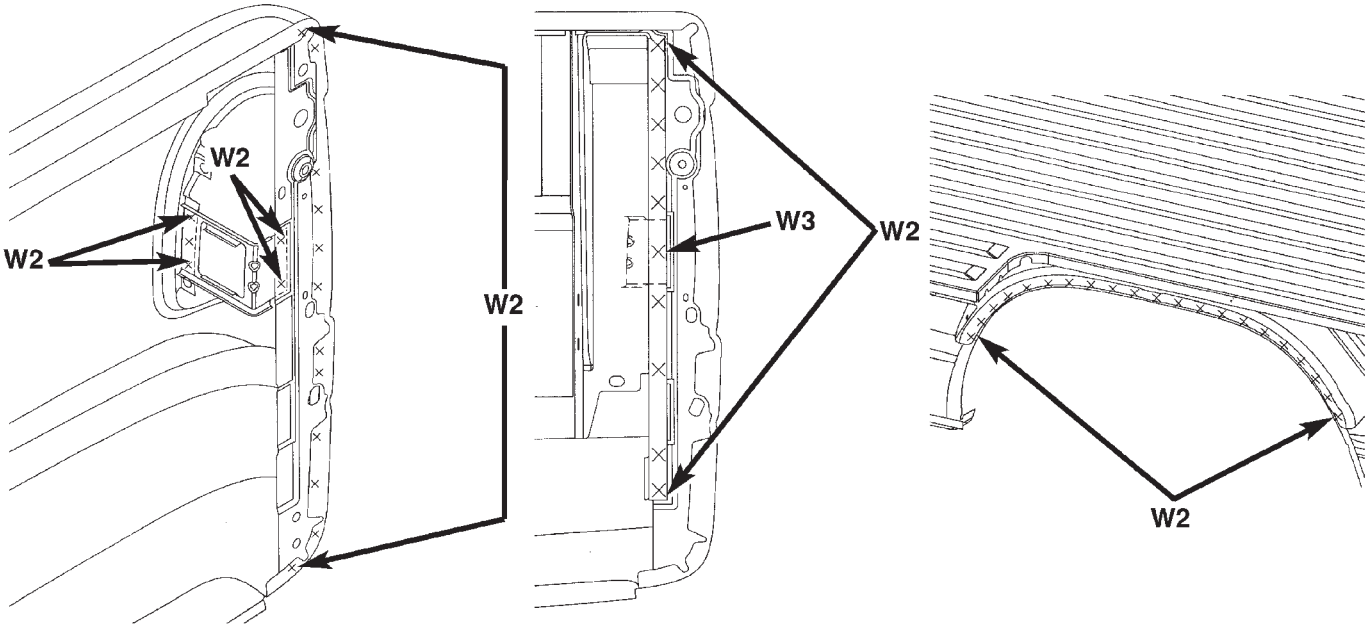


80b69898

SPECIFICATIONS (Continued)

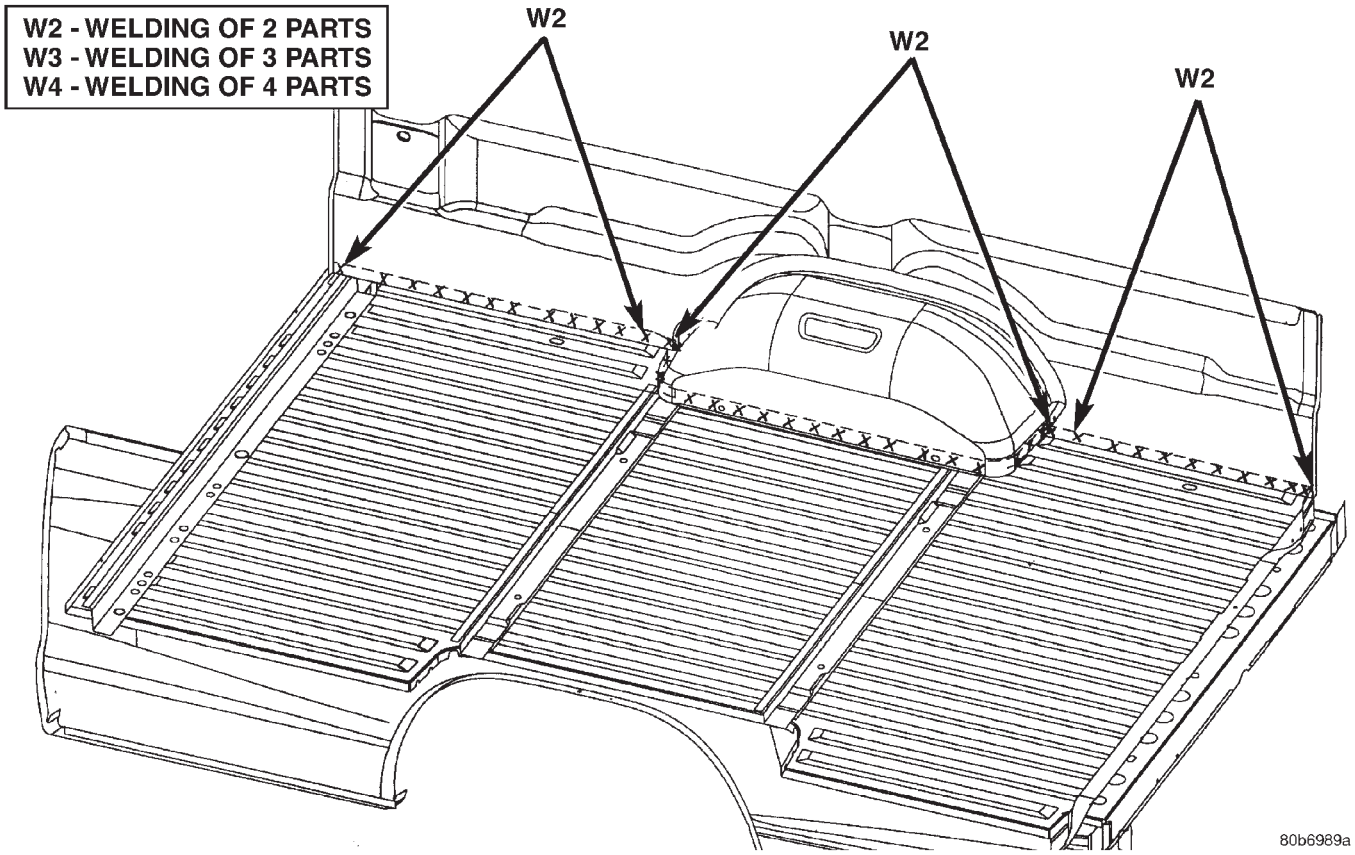
CARGO BOX INNER SIDE PANEL





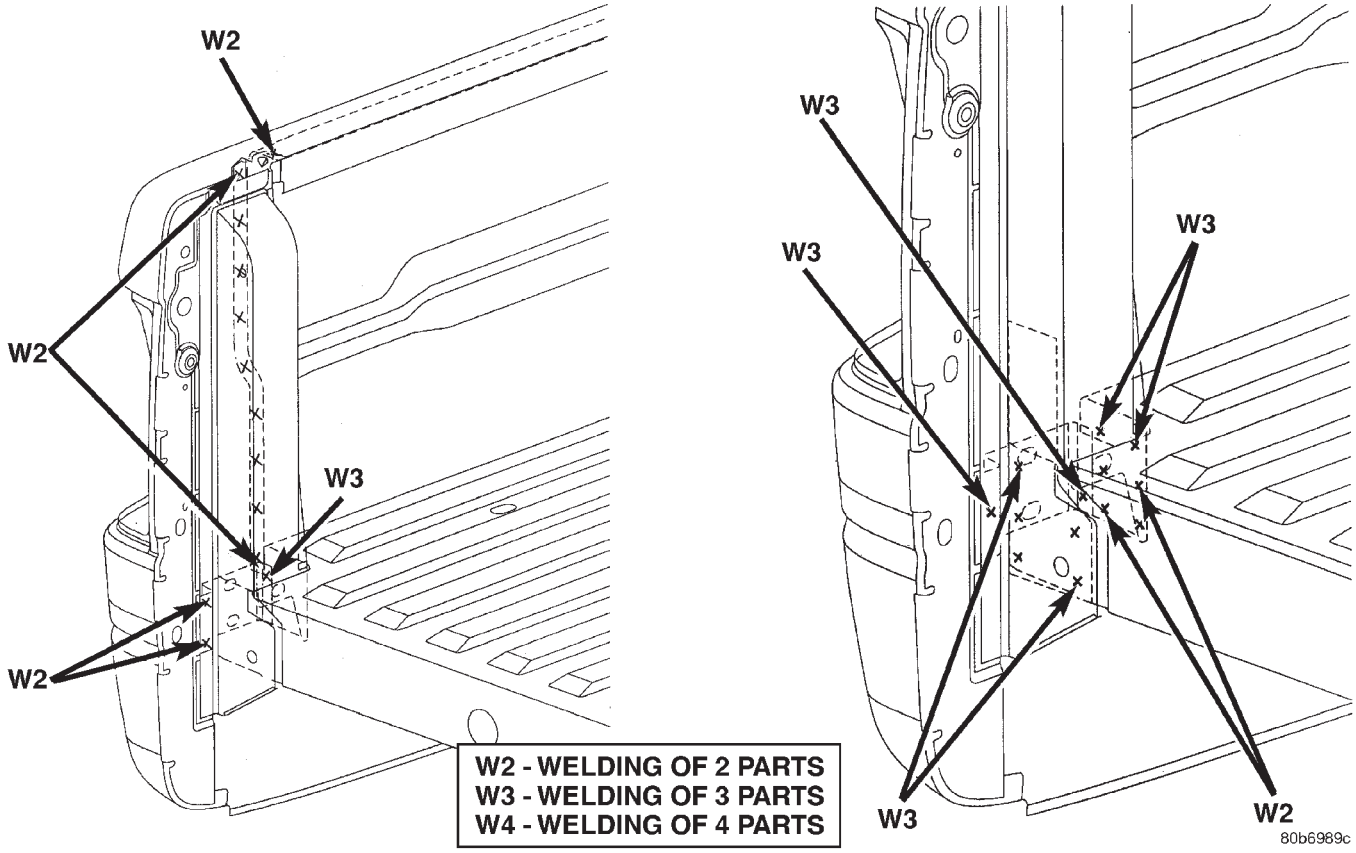
SPECIFICATIONS (Continued)

CARGO BOX INNER SIDE PANEL



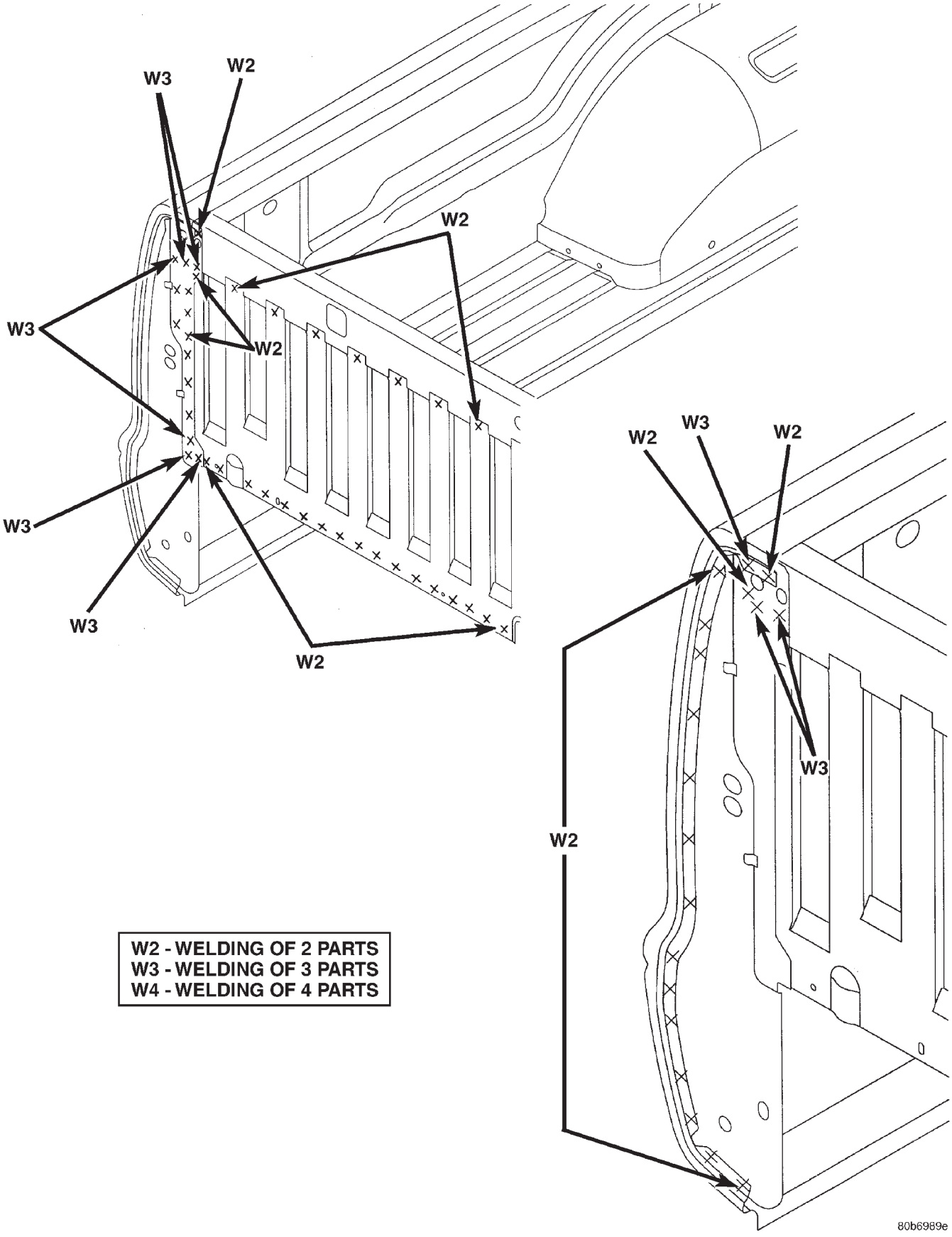
SPECIFICATIONS (Continued)

CARGO BOX INNER SIDE PANEL



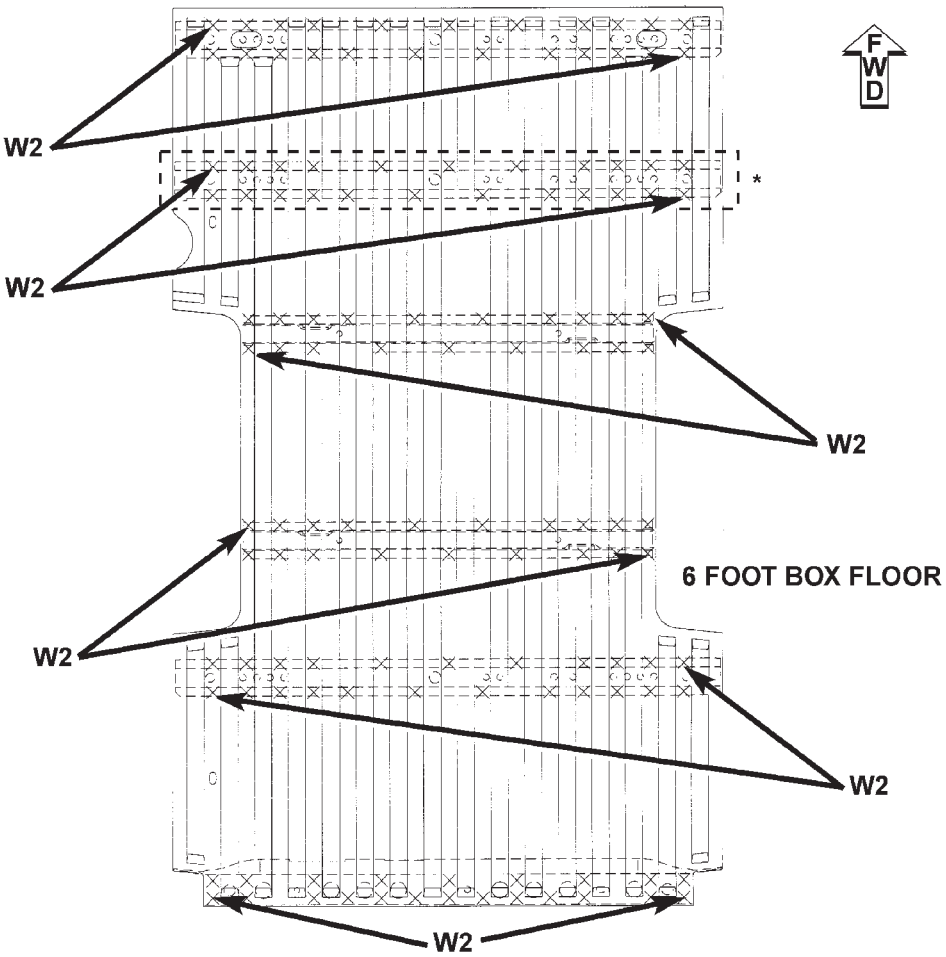
SPECIFICATIONS (Continued)

CARGO BOX FRONT PANELS



SPECIFICATIONS (Continued)

CARGO BOX FLOOR

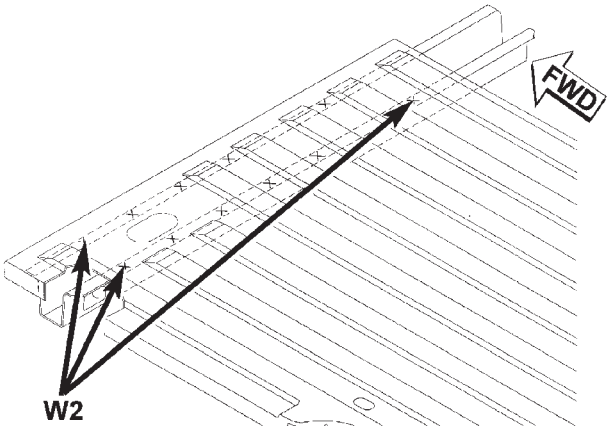


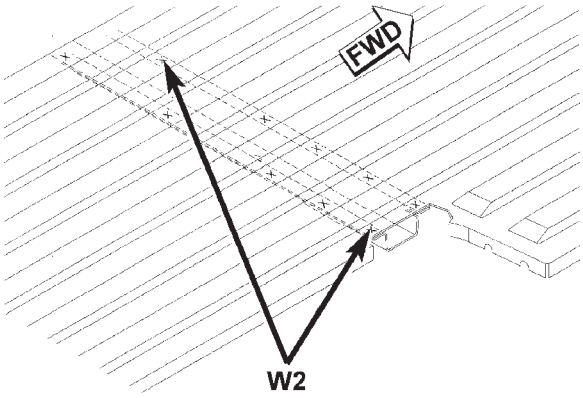
W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

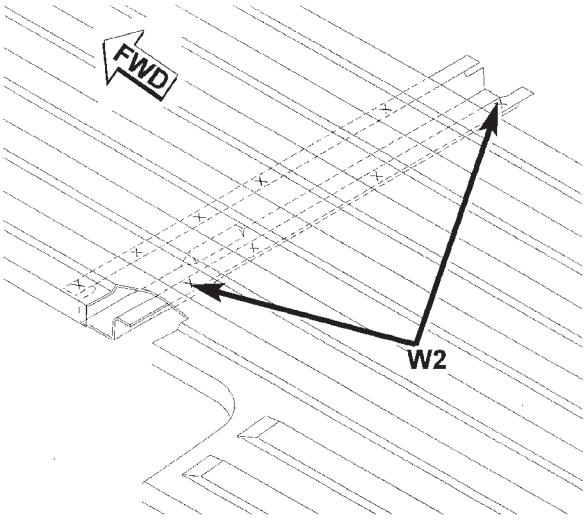
80b6989f

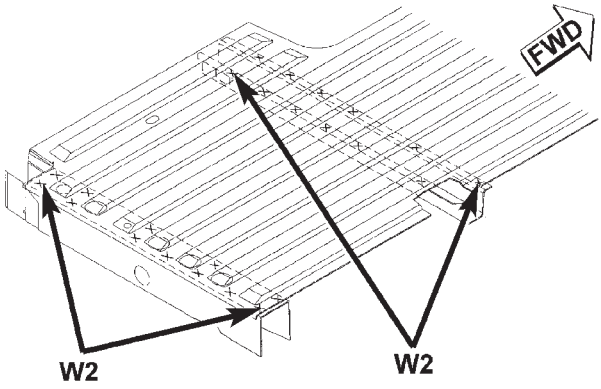
SPECIFICATIONS (Continued)

CARGO BOX FLOOR









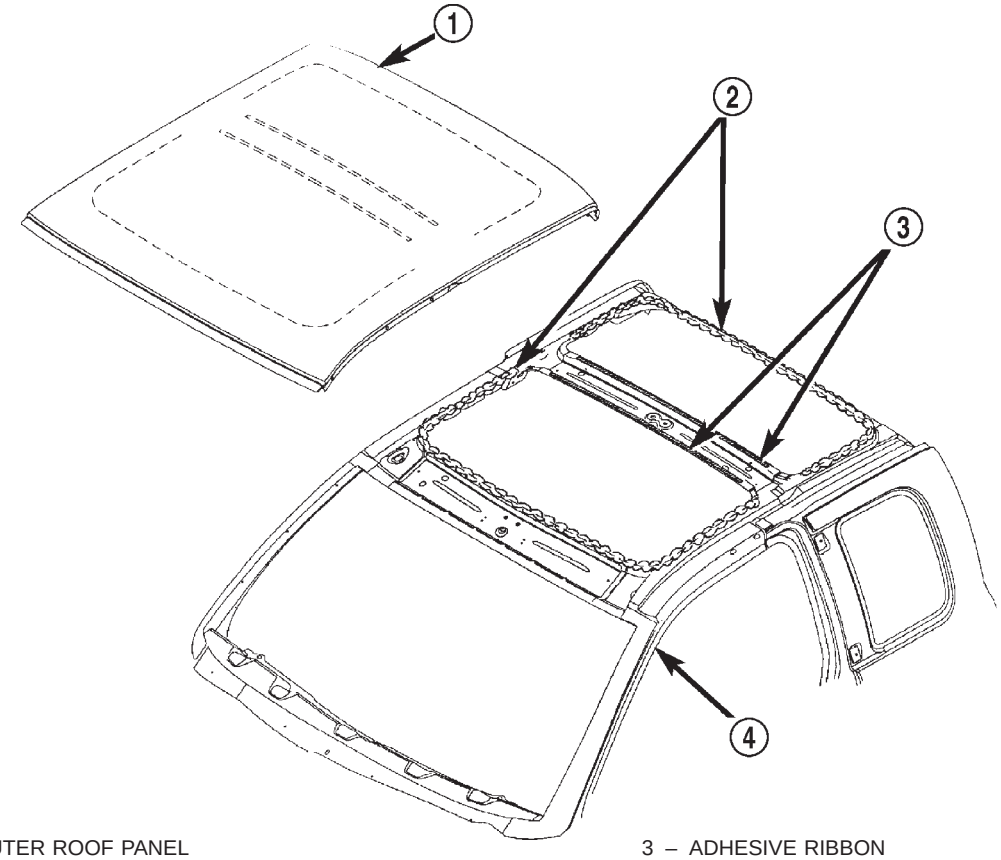
W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

80b697a2

SPECIFICATIONS (Continued)

STRUCTURAL ADHESIVE LOCATIONS

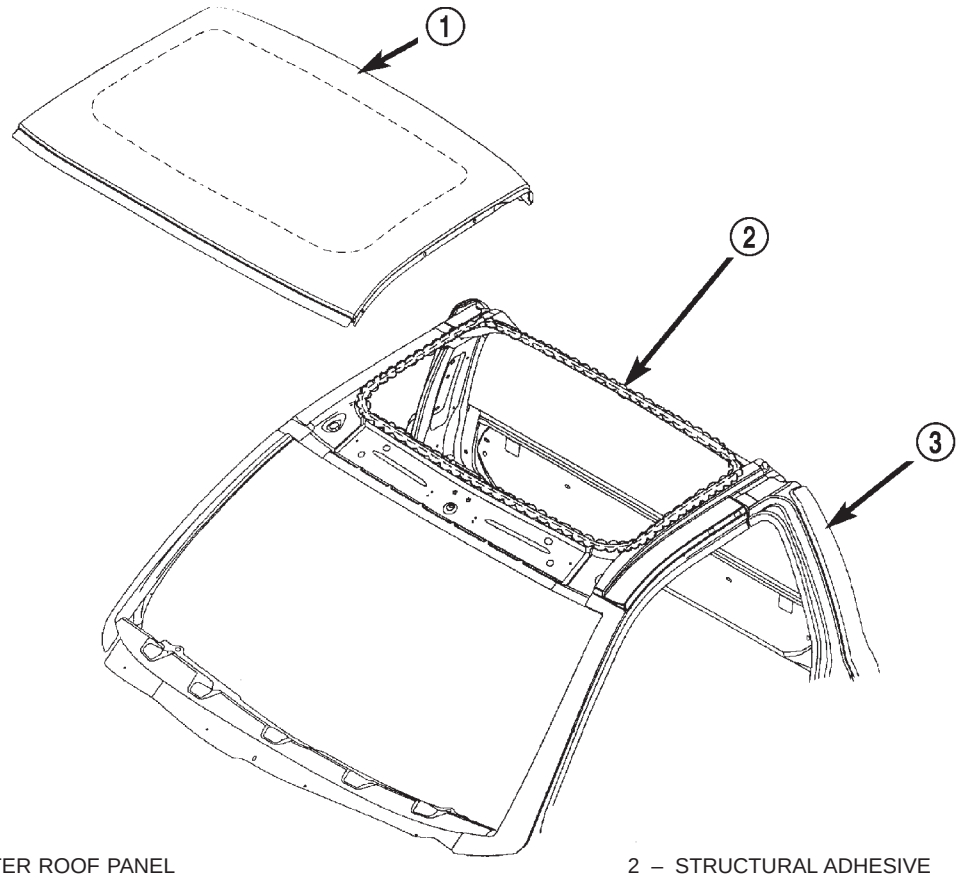
ROOF—EXTENDED CAB



1 – OUTER ROOF PANEL
2 – STRUCTURAL ADHESIVE
3 – ADHESIVE RIBBON
4 – EXTENDED CAB FRAMING

SPECIFICATIONS (Continued)

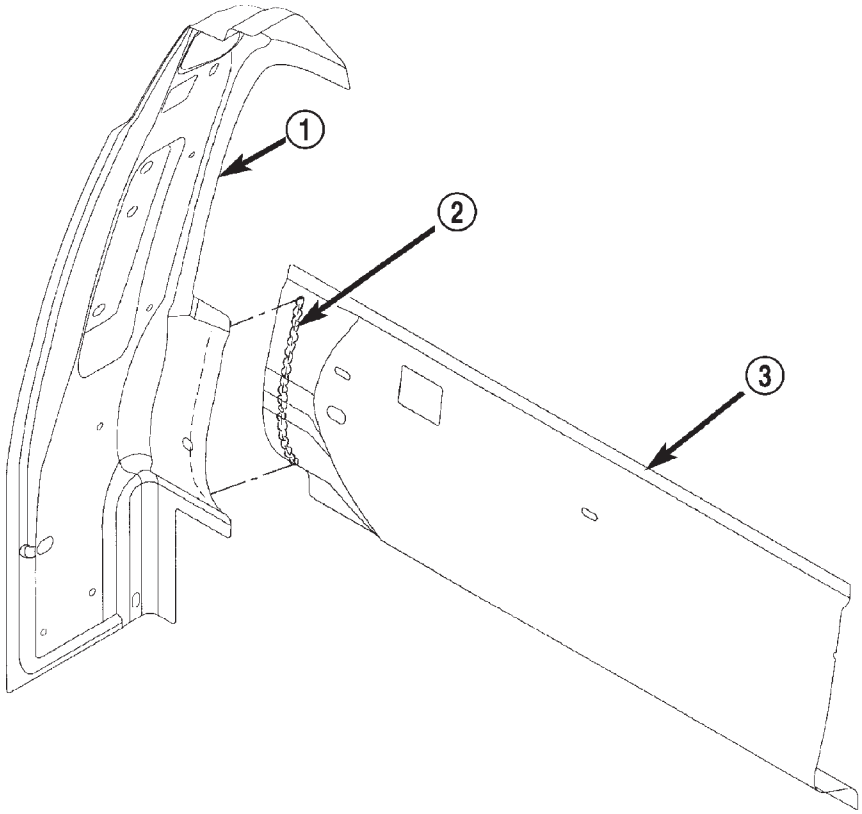
ROOF—REGULAR CAB



1 – OUTER ROOF PANEL
2 – STRUCTURAL ADHESIVE
3 – REGULAR CAB FRAMING

SPECIFICATIONS (Continued)

REAR QUARTER PANEL—REGULAR CAB

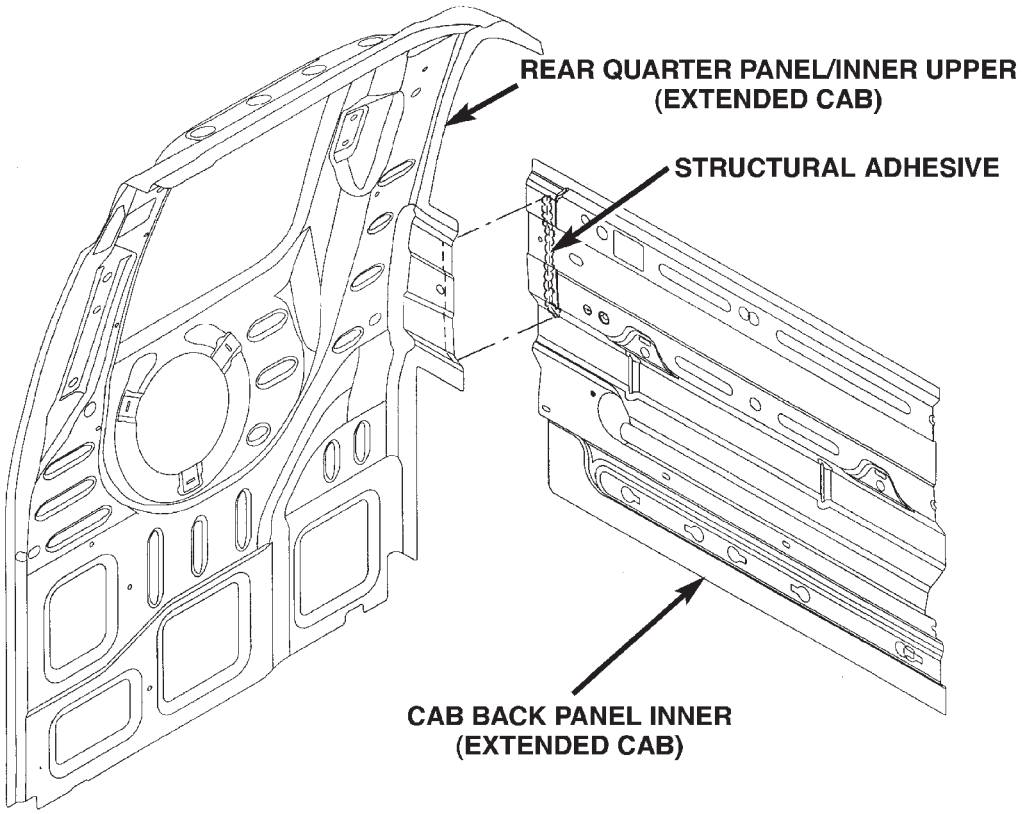


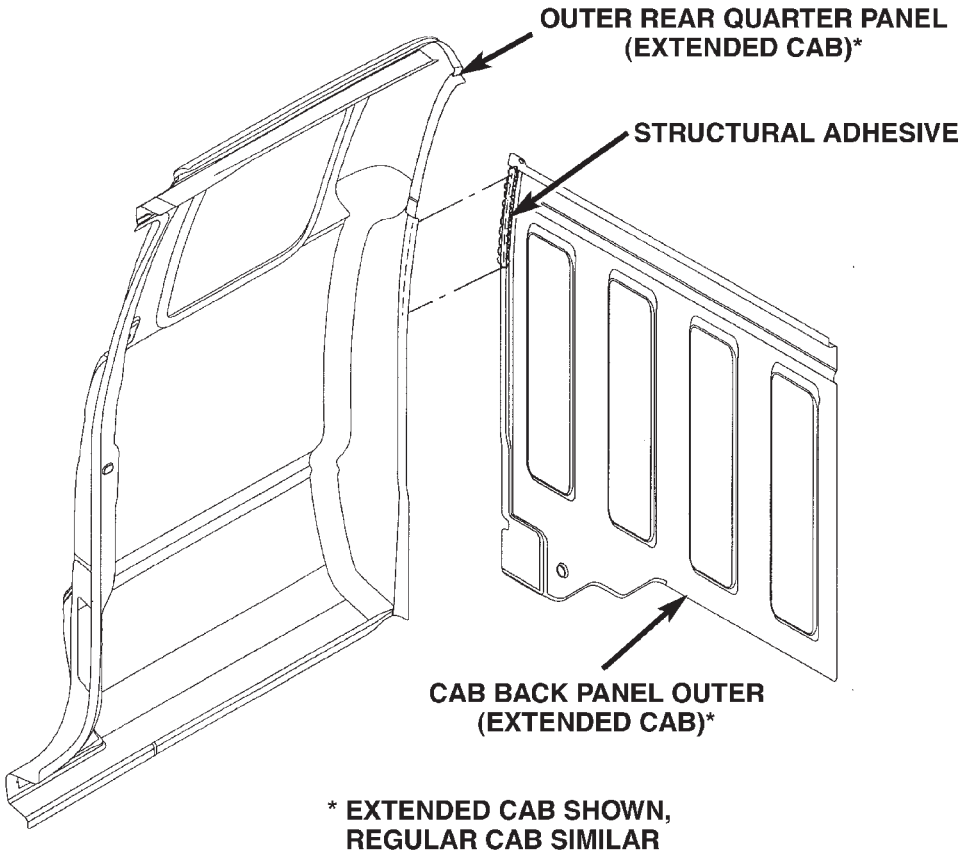
80b698a2

1 – REAR QUARTER PANEL/INNER UPPER (REGULAR CAB)
2 – STRUCTURAL ADHESIVE
3 – CAB BACK REINFORCEMENT (REGULAR CAB)

SPECIFICATIONS (Continued)

REAR QUARTER PANEL—EXTENDED CAB



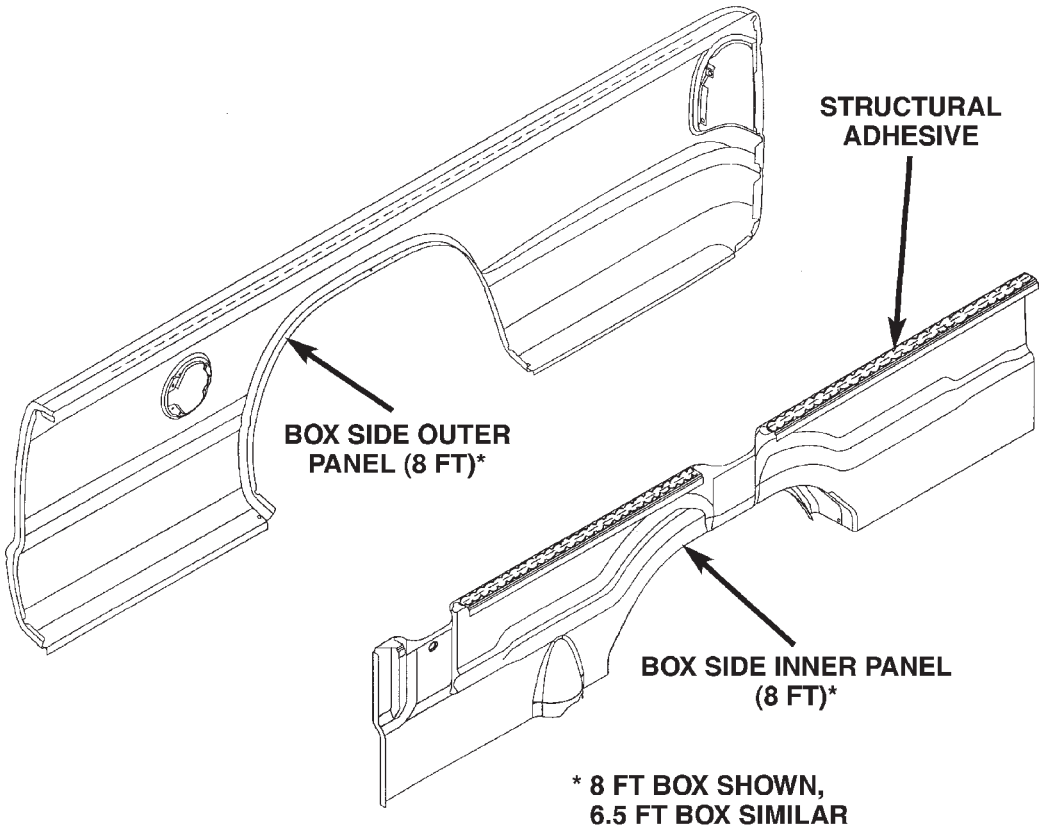


* EXTENDED CAB SHOWN,
REGULAR CAB SIMILAR

80b698a3

SPECIFICATIONS (Continued)

CARGO BOX INNER AND OUTER PANEL

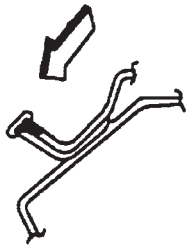


80b698a4

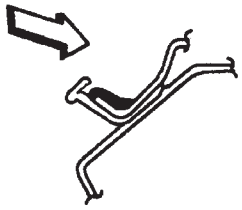
SPECIFICATIONS (Continued)

SEALER LOCATIONS

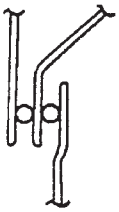
APPLICATION METHODS



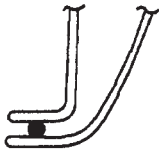
HOLD GUN NOZZLE IN DIRECTION OF ARROW IN ORDER TO EFFECTIVELY SEAL METAL JOINTS.



DO NOT HOLD GUN NOZZLE IN DIRECTION OF ARROW. SEALER APPLIED AS SHOWN IN INEFFECTIVE.

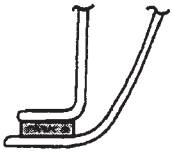


3 METAL THICKNESS

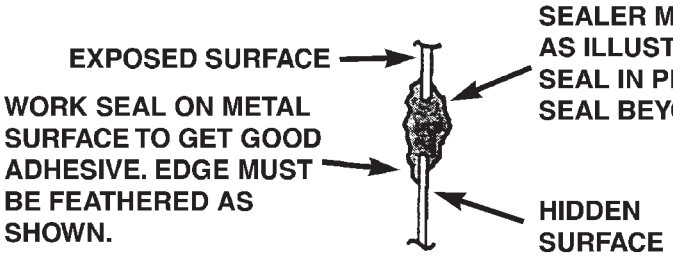


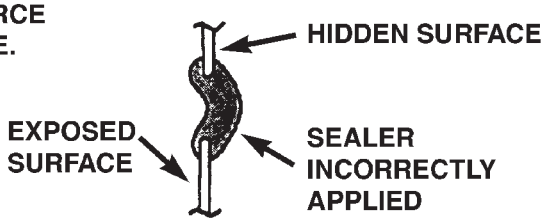
2 METAL THICKNESS

3 METAL THICKNESS



2 METAL THICKNESS





SYMBOLS

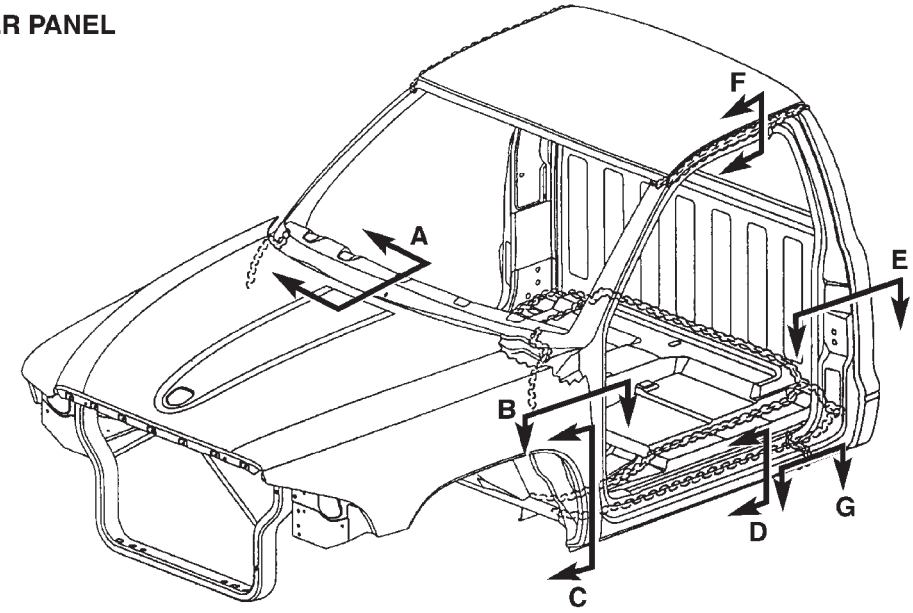
	THUMBGRADEABLE SEALER
	EXTRUDABLE THERMOPLASTIC
	EXPOSED THERMOPLASTIC SEALANT
zzzzzzzz	HIDDEN SEALANT

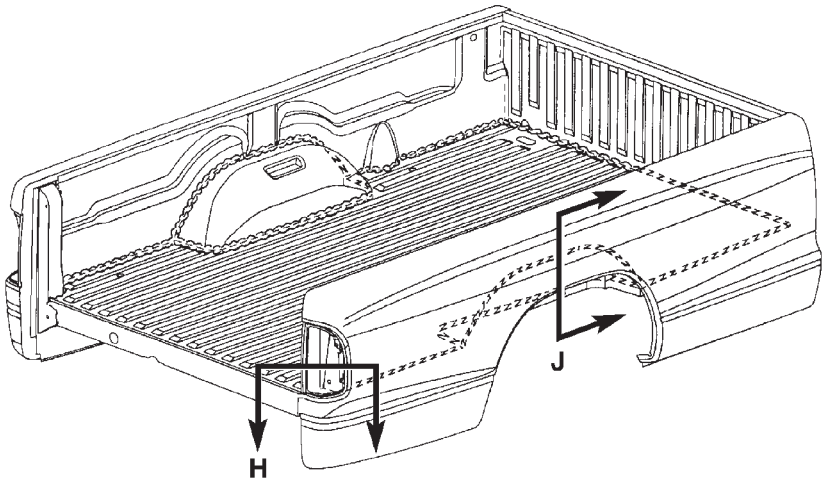
80b62b1b

SPECIFICATIONS (Continued)

SEALER LOCATION

A – COWL AND PLENUM
B – HINGE PILLAR TOP VIEW
C – HINGE PILLAR END VIEW
D – FLOOR AND SIDE SILL
E – B-PILLAR
F – ROOF SIDE RAIL
G – SIDE SILL TO QUARTER PANEL
H – BOX REAR CORNER
J – BOX WHEEL WELL

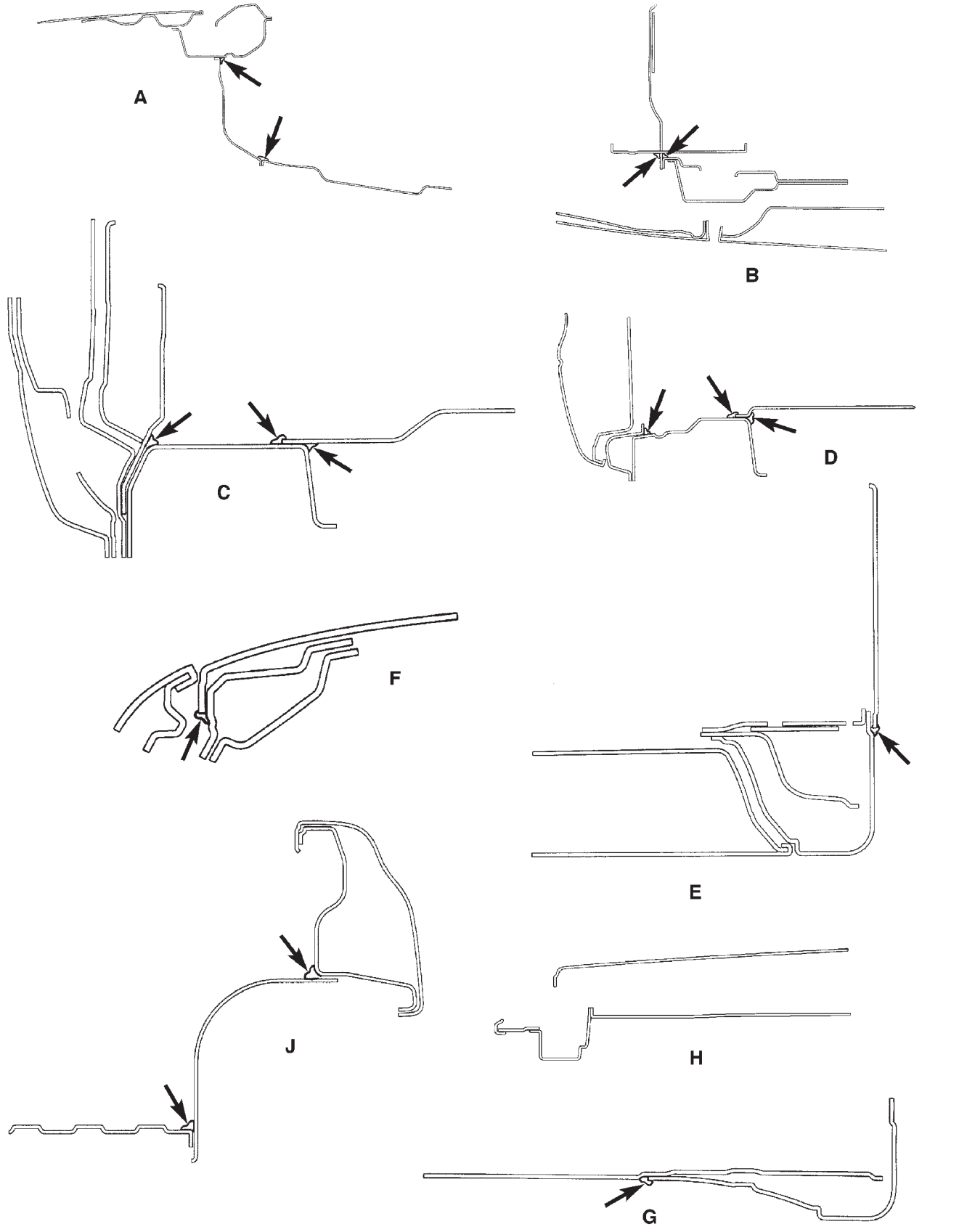




80b698a5

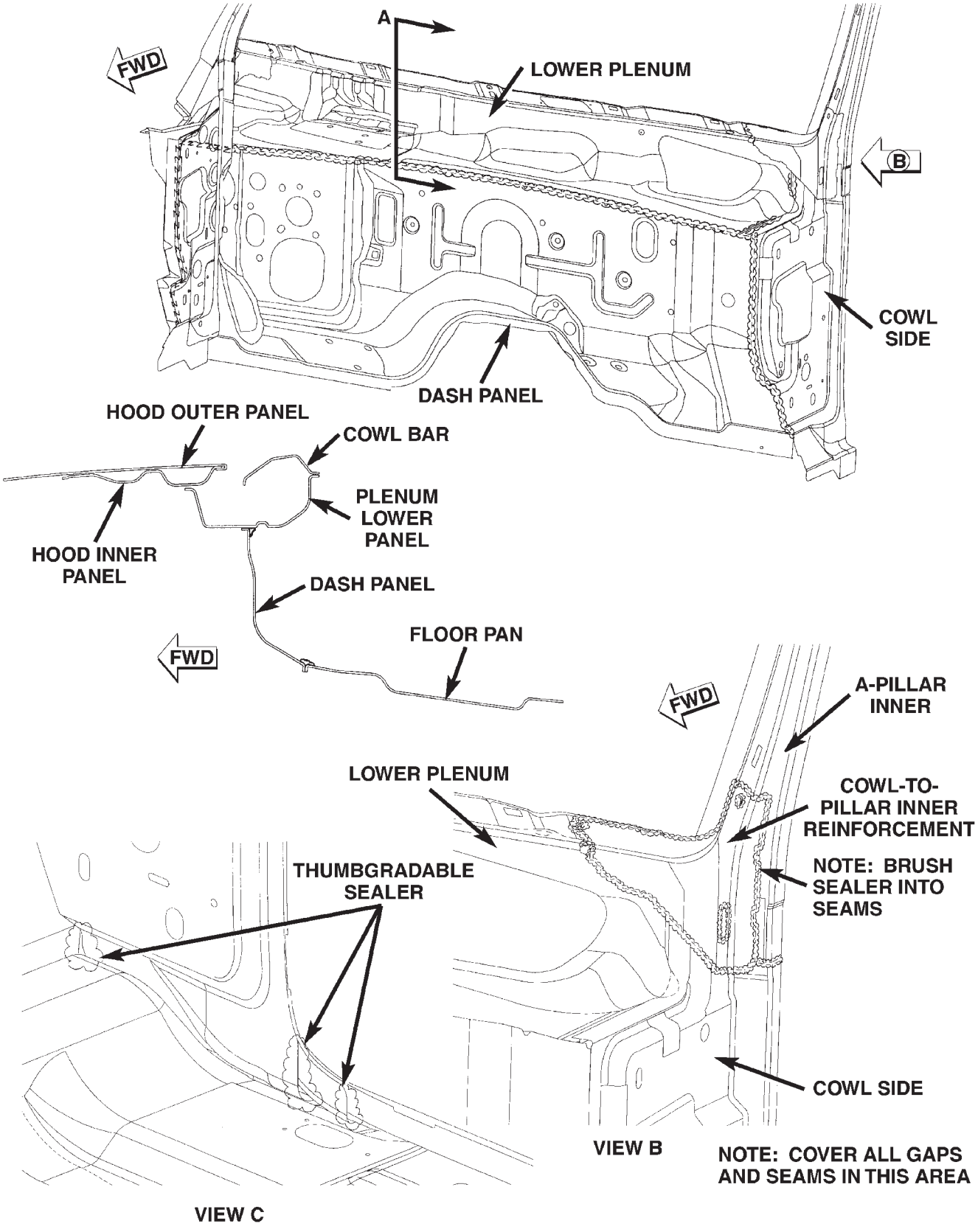
SPECIFICATIONS (Continued)

APPLICATION CUT-AWAY



SPECIFICATIONS (Continued)

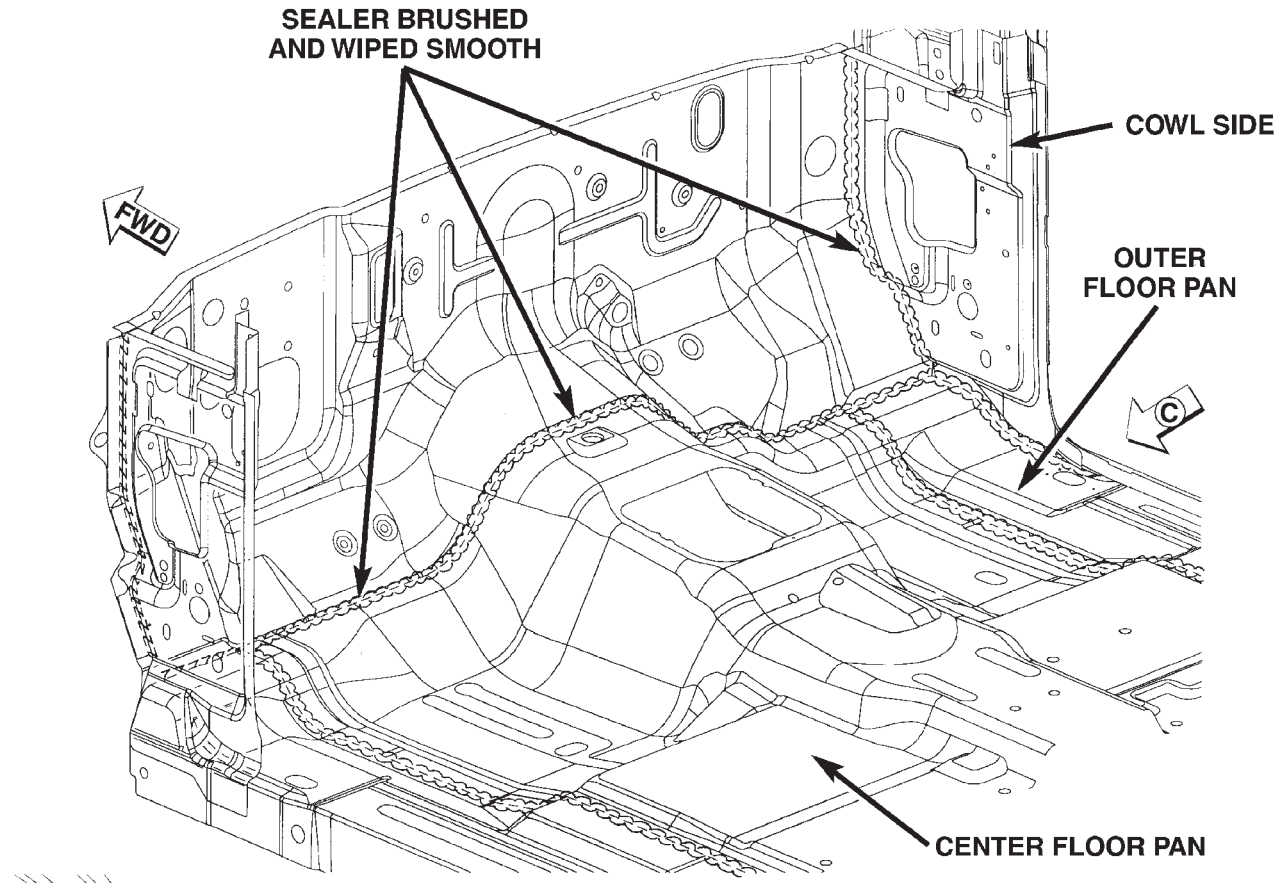
COWL AND DASH PANEL

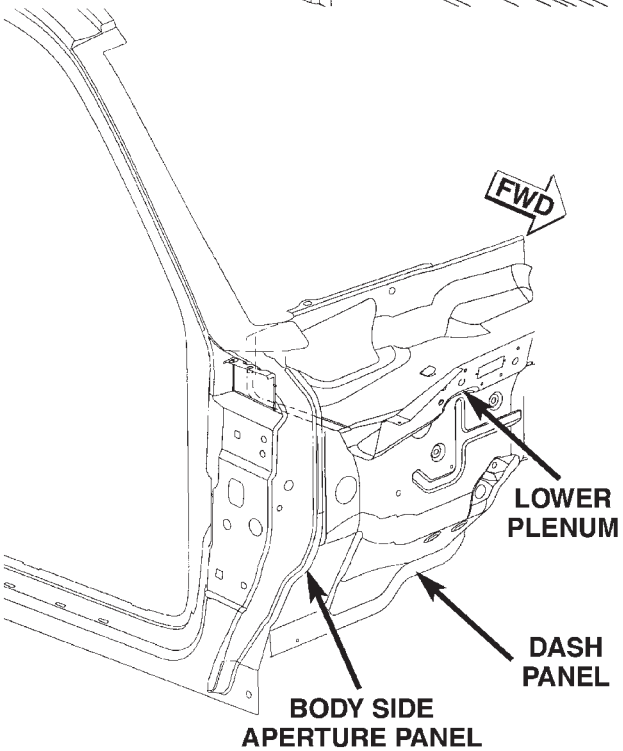


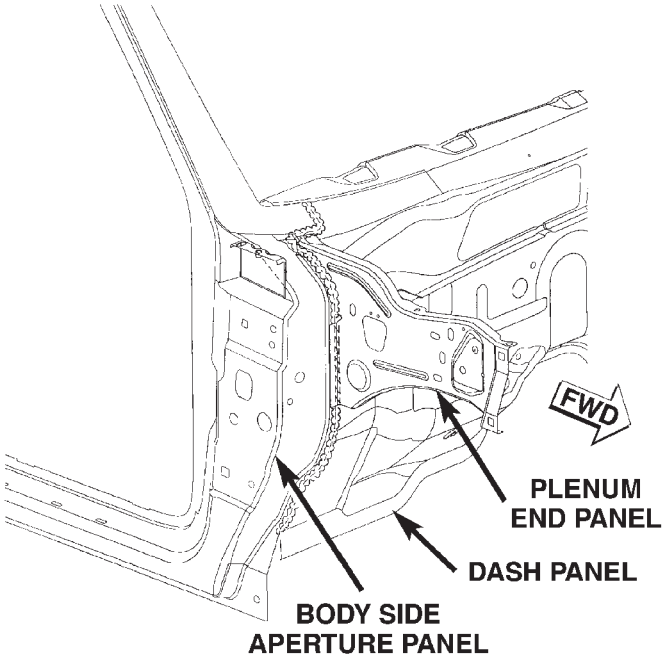
80b698a7

SPECIFICATIONS (Continued)

COWL AND DASH PANEL





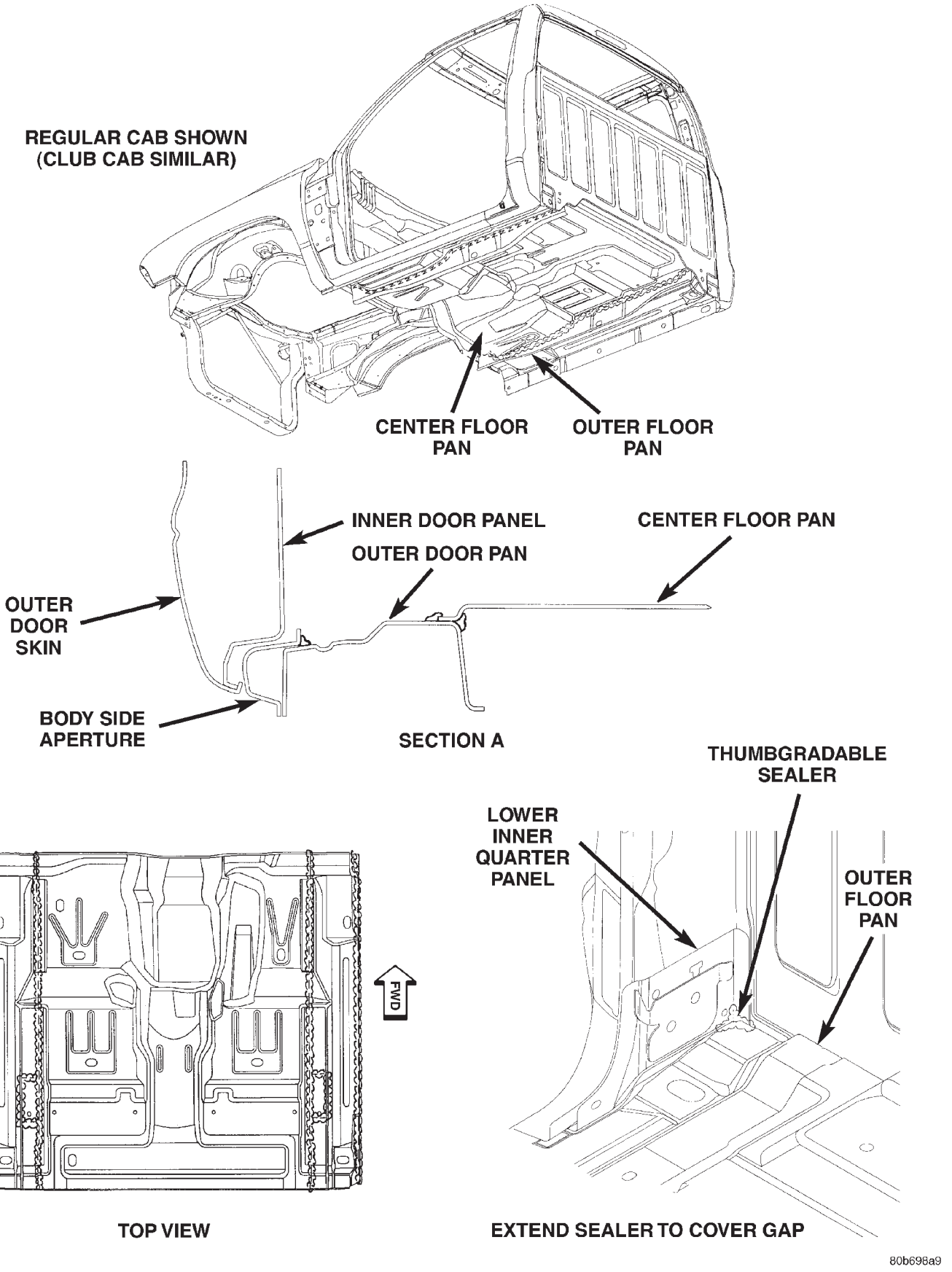


NOTE: BRUSH SEALER INTO SEAM

80b698a8

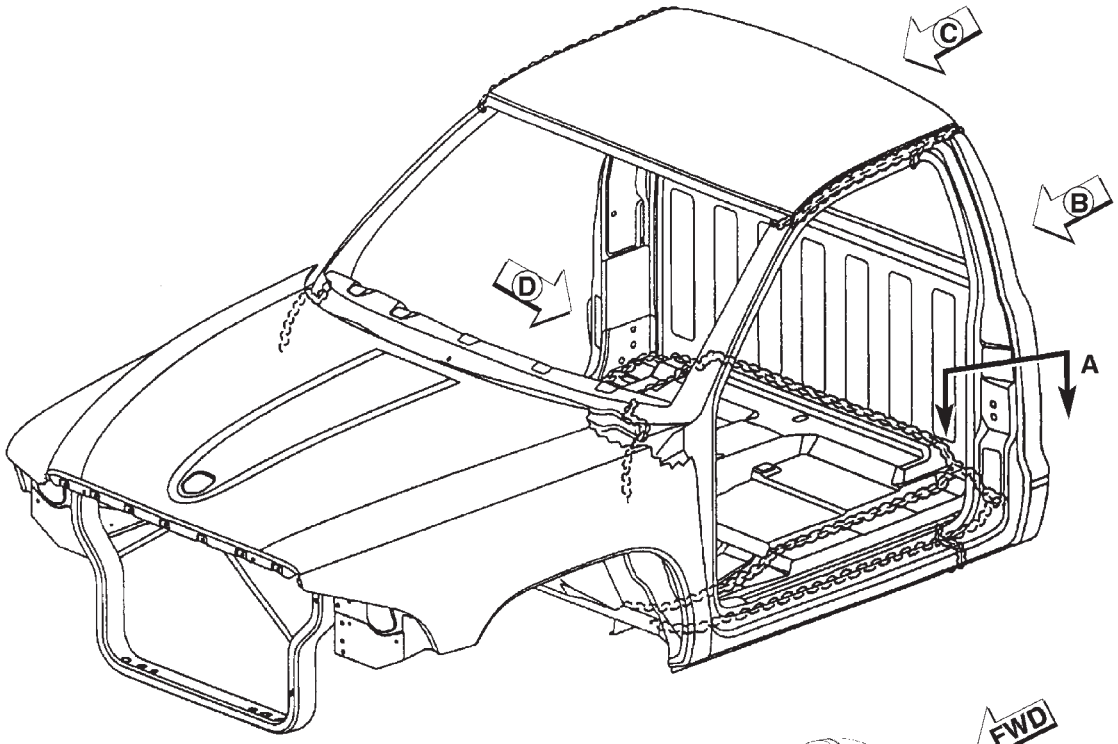
SPECIFICATIONS (Continued)

FLOOR PAN

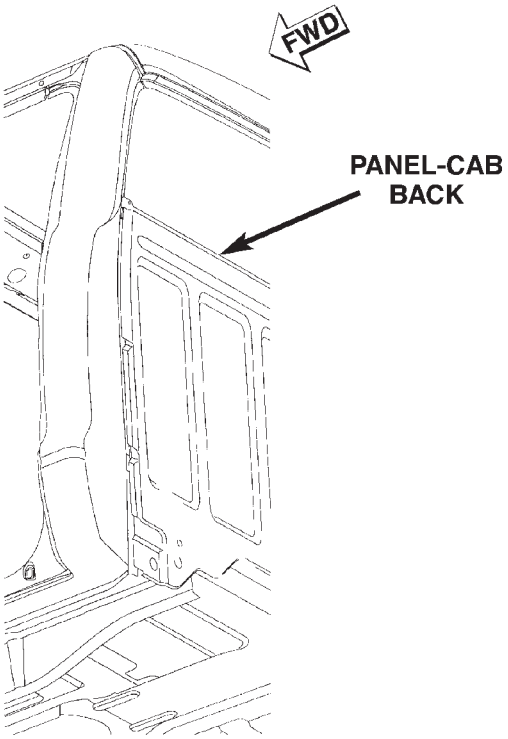


SPECIFICATIONS (Continued)

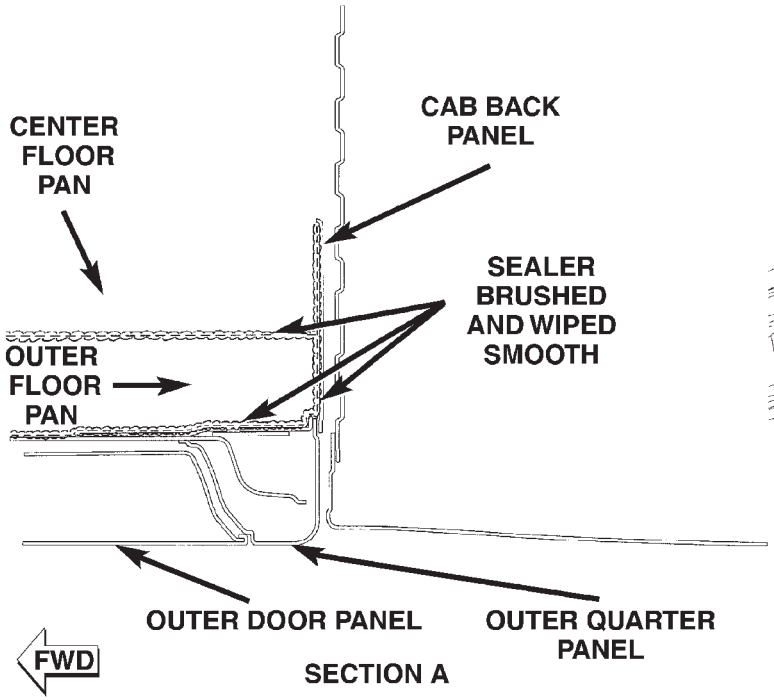
CAB REAR PANEL



REGULAR CAB SHOWN
(CLUB CAB SIMILAR)



VIEW B

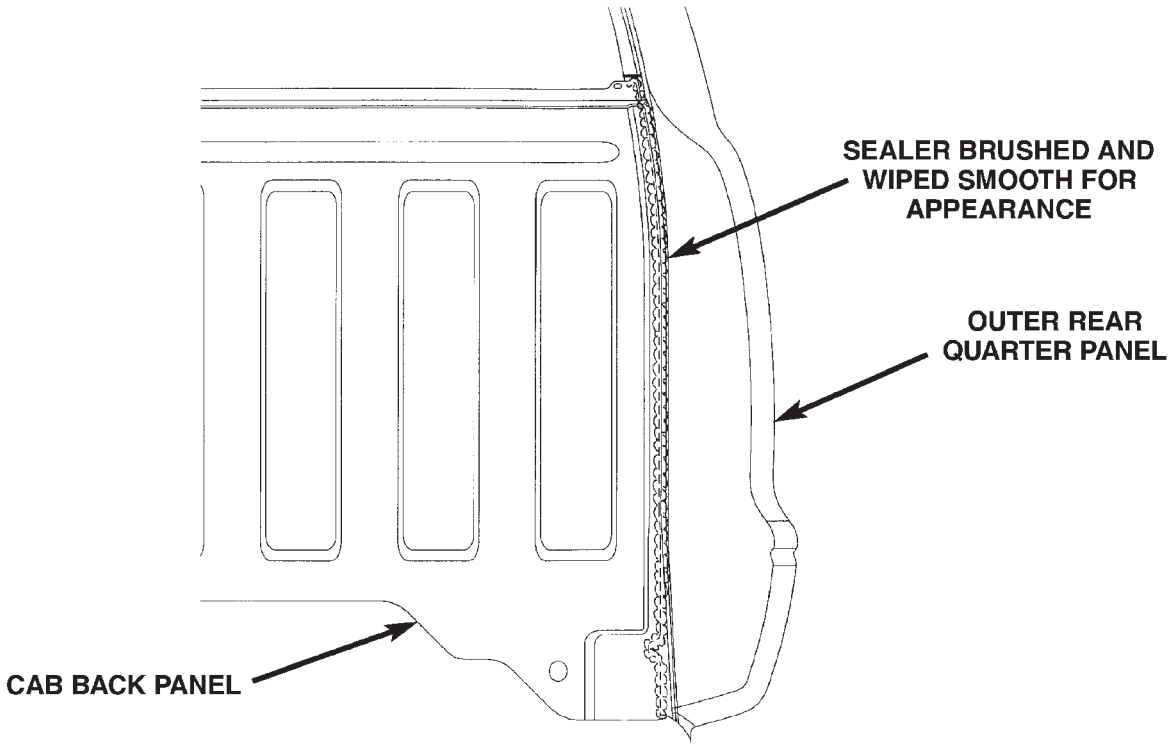


SECTION A

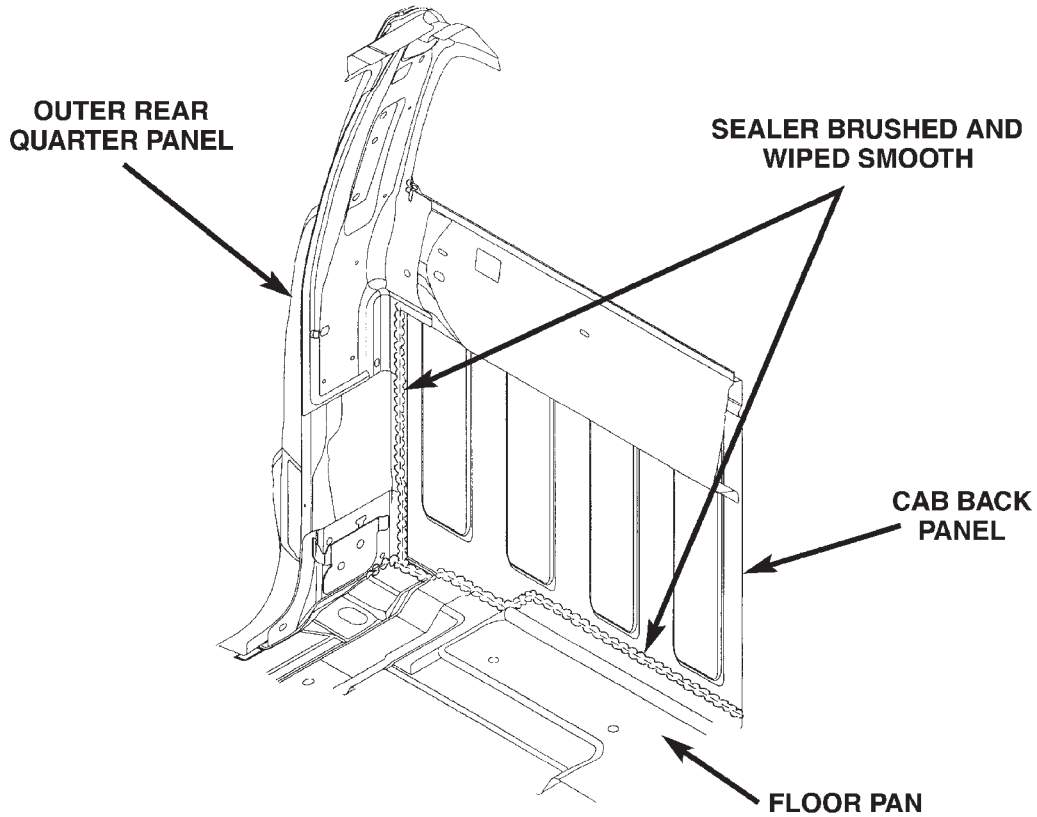
80b698aa

SPECIFICATIONS (Continued)

CAB REAR PANEL



VIEW C

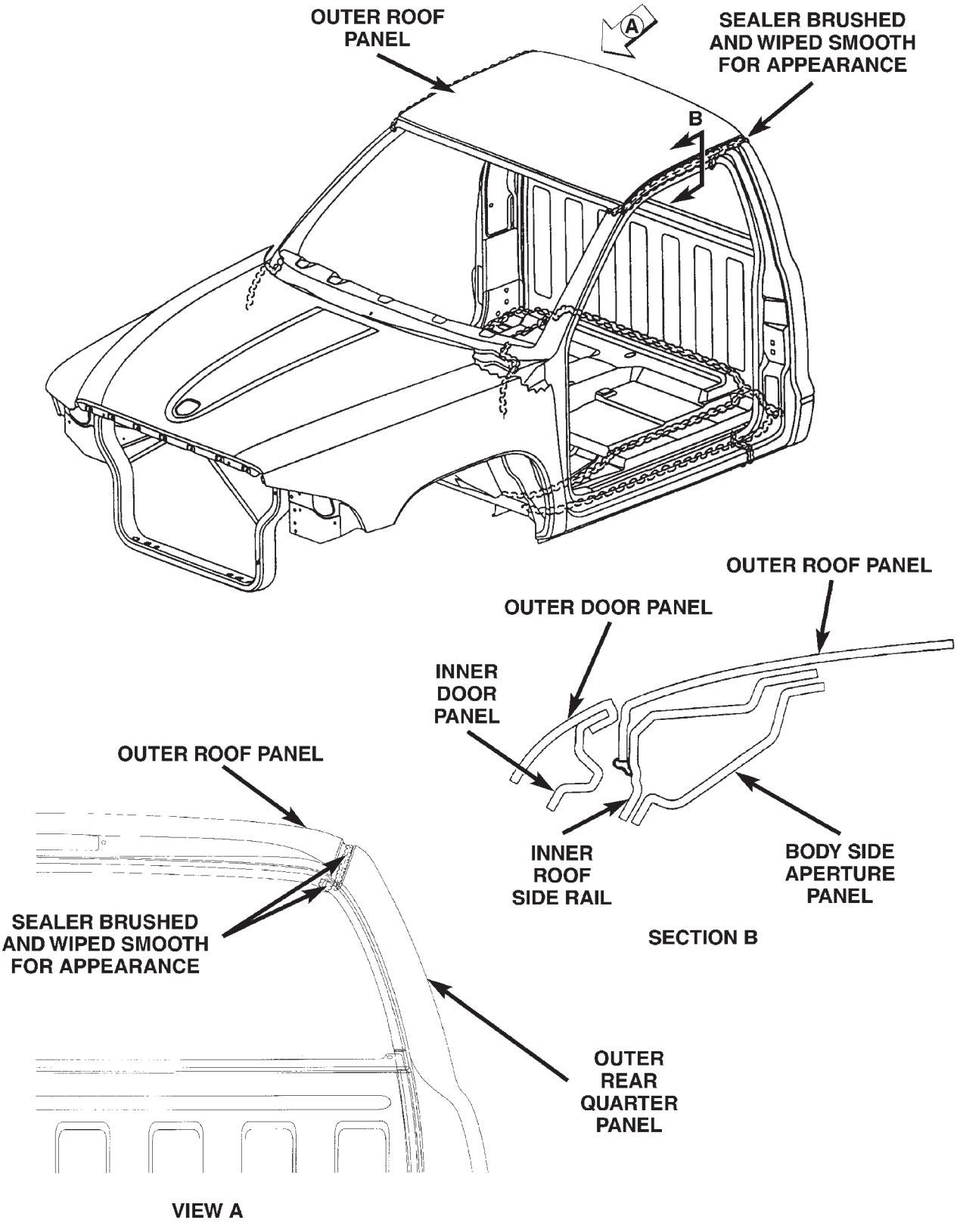


VIEW D

80b698ab

SPECIFICATIONS (Continued)

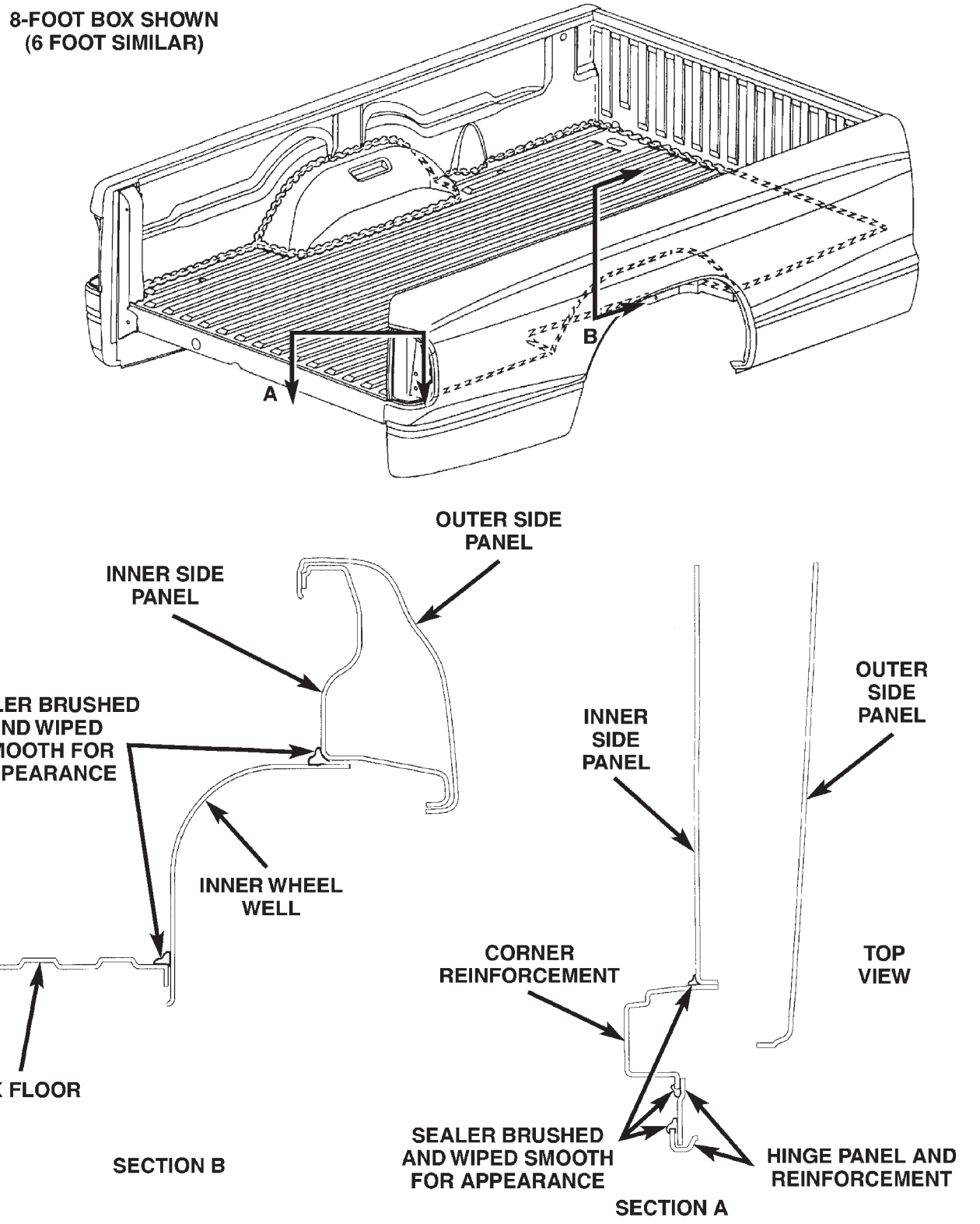
ROOF PANEL



80b698ac

SPECIFICATIONS (Continued)

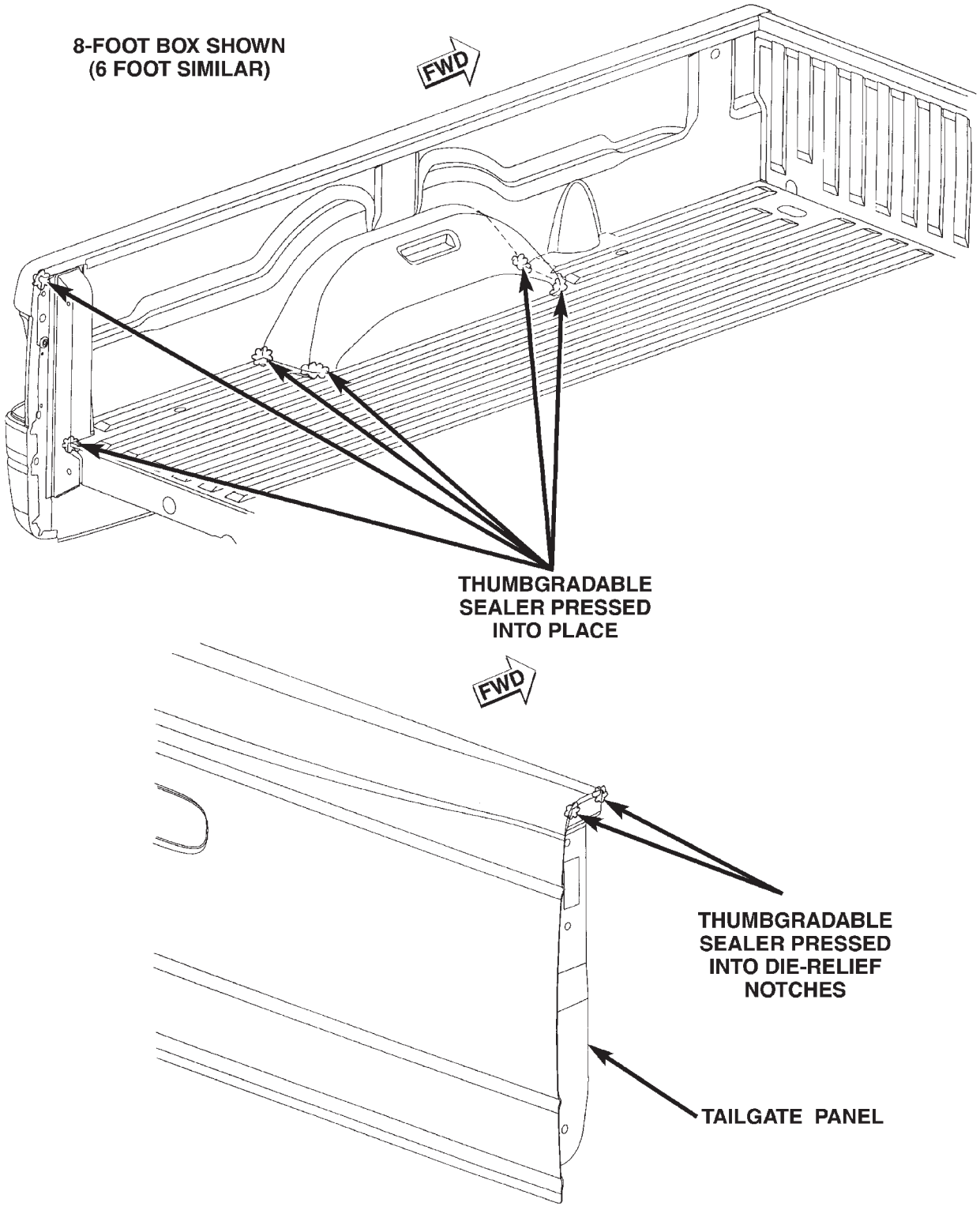
CARGO BOX



80b698ad

SPECIFICATIONS (Continued)

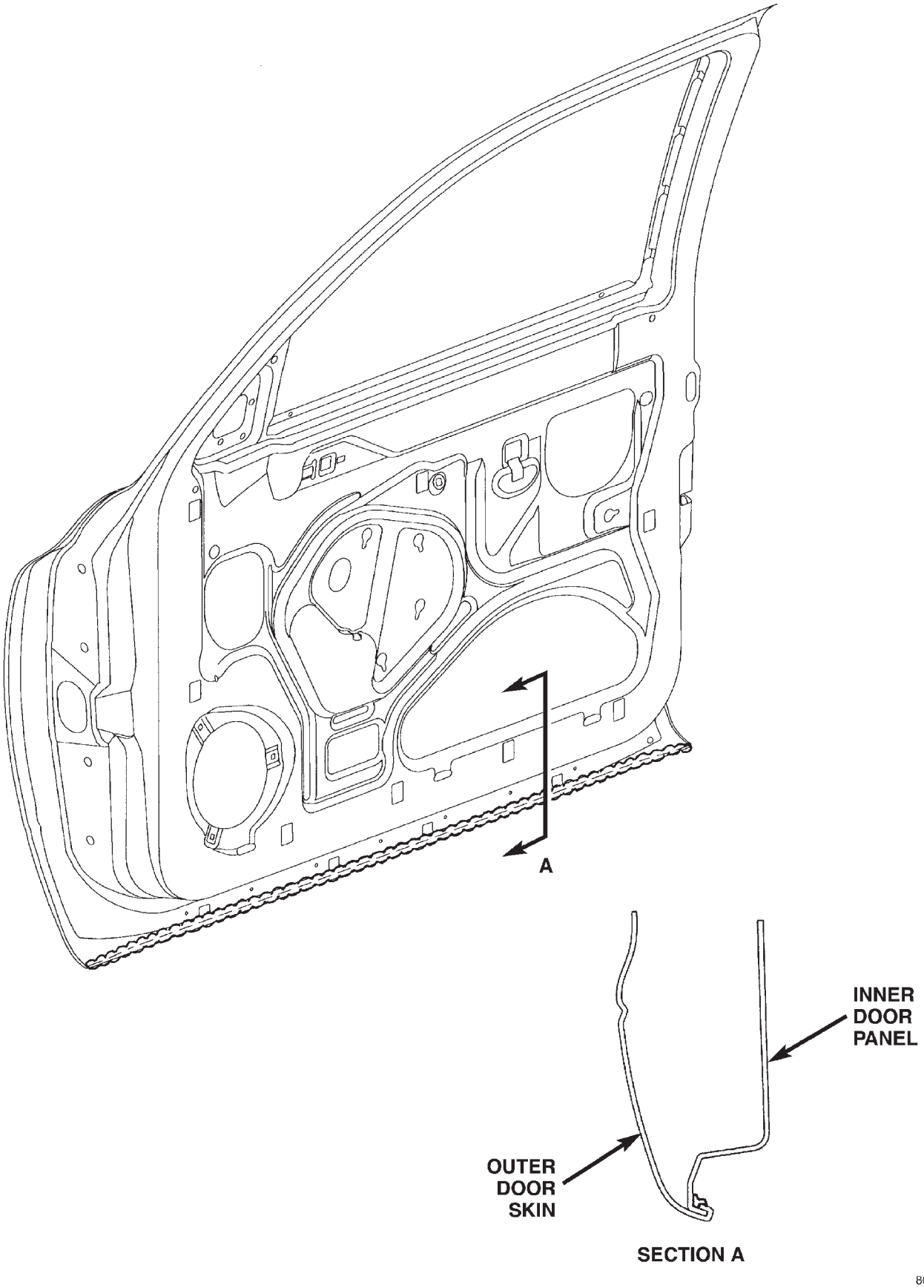
CARGO BOX



80b698ae

SPECIFICATIONS (Continued)

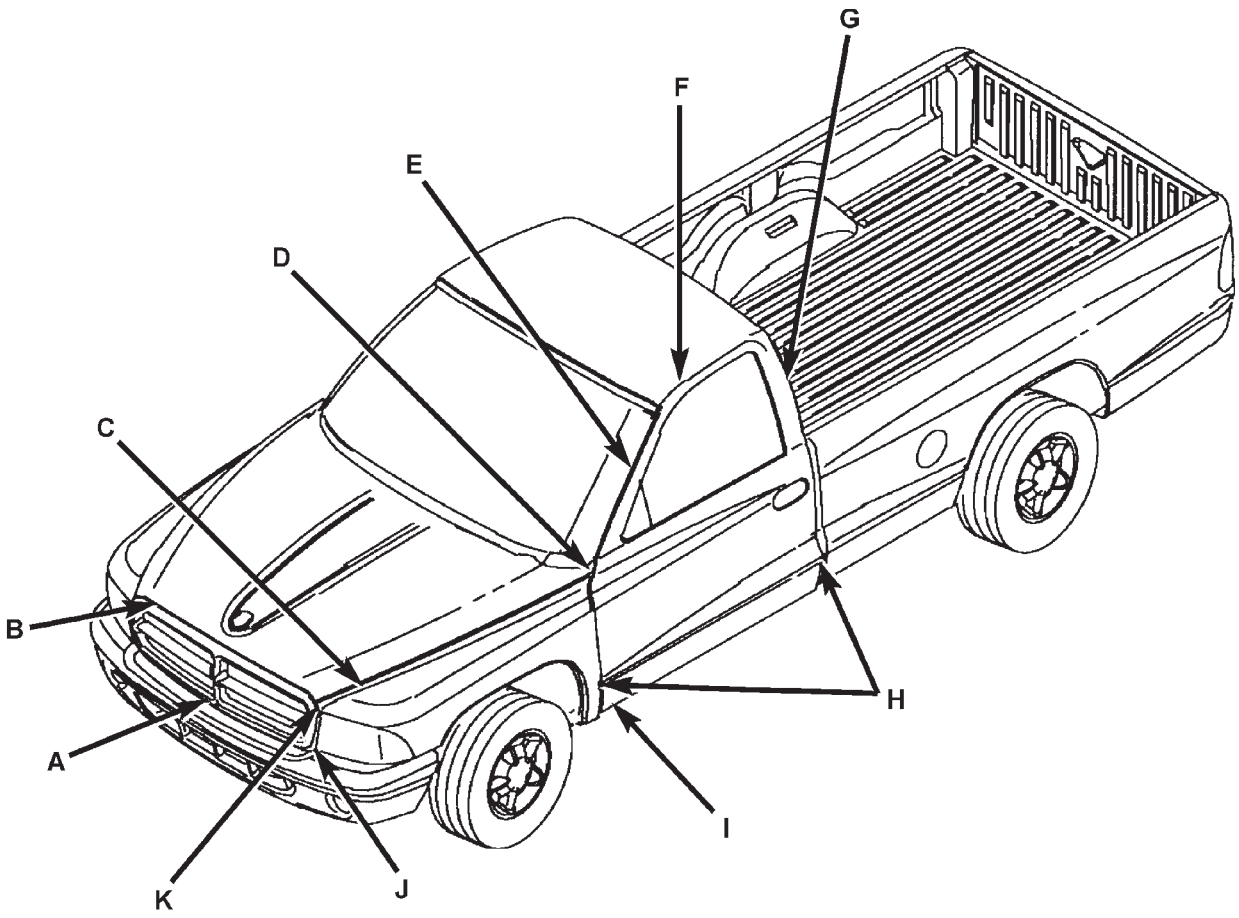
DOORS



SPECIFICATIONS (Continued)

BODY GAP AND FLUSH MEASUREMENTS

BODY GAP AND FLUSH — REGULAR CAB



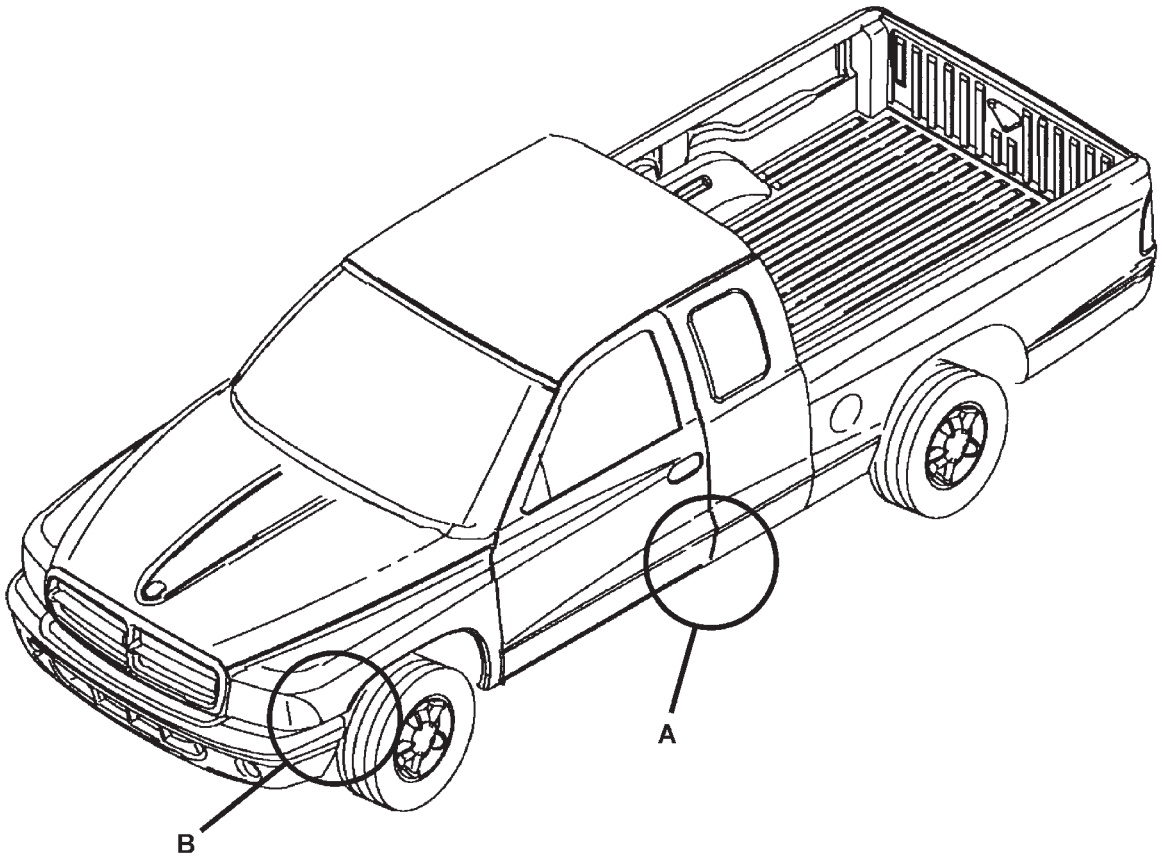
	DESCRIPTION	GAP	FLUSH
A	Grille to Fascia	17.1 +/- 3.0	N/A
B	Hood to Grille	1.5 +/- 0.8	0.7 +/- 0.5
C	Hood to Fender	2.8 +/- 1.5	0.3 +/- 1.5
D	Door to Hood / Fender	5.0 +/- 1.0	0.0 +/- 0.5
E	Door to Windshield Molding	5.1 +/- 1.5	N/A
F	Door to Roof	6.0 +/- 1.5	2.0 +/- 1.0
G	Door to Quarter	4.5 +/- 1.5	0.0 +/- 1.5
H	Fender / Door / Quarter Char Line U/D	4.5 +/- 1.5	0.0 +/- 1.5
I	Door to Sill	7.0 +/- 2.0	0.0 +/- 1.5
J	Grille to Headlamp	8.3 +/- 3.0	N/A
K	Grille to Fender	6.0 +/- 1.5	N/A

NOTE: ALL MEASUREMENTS ARE IN MM.

80b6fdf1

SPECIFICATIONS (Continued)

BODY GAP AND FLUSH

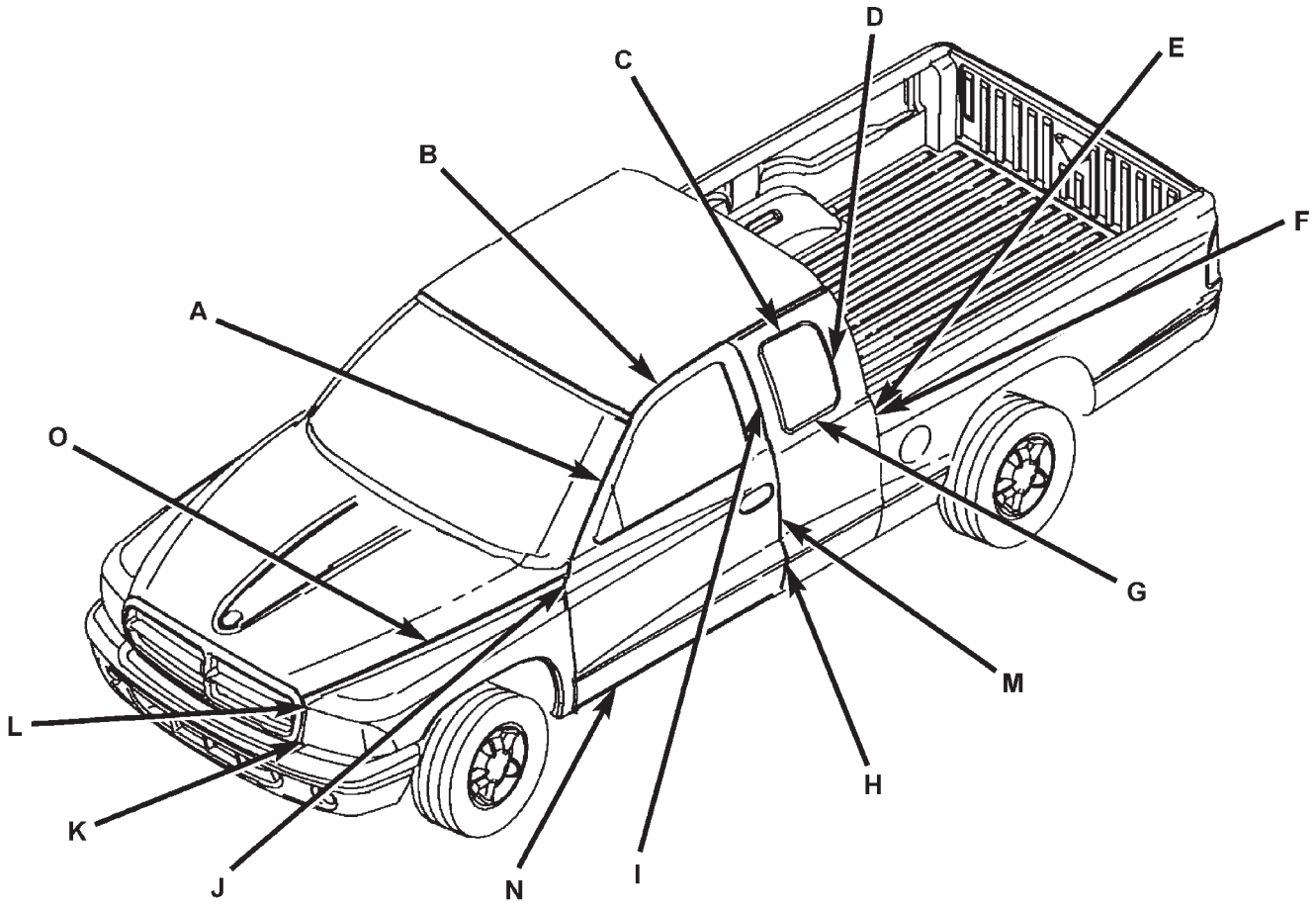


	DESCRIPTION	ALIGNMENT
A	Door to Quarter	0 +/- 2.5
B	Bumper to Fender	0 +/- 3.0

NOTE: ALL MEASUREMENTS ARE IN MM.

SPECIFICATIONS (Continued)

BODY GAP AND FLUSH — EXTENDED CAB



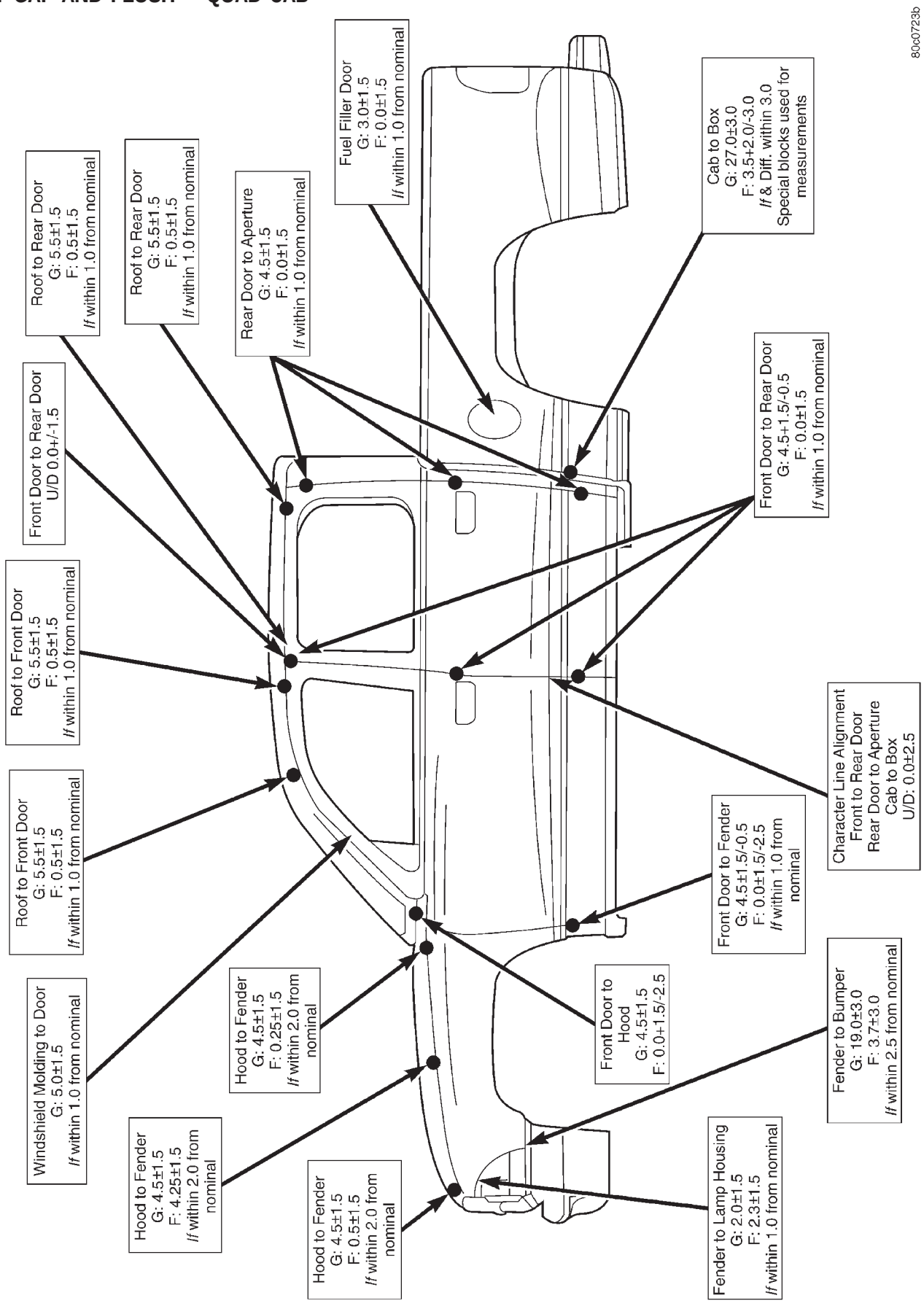
	DESCRIPTION	GAP	FLUSH
A	Door to Windshield Molding	5.1 +/- 1.5	N/A
B	Door to Roof	6.0 +/- 1.5	2.0 +/- 1.0
C	Quarter Glass to Quarter (top)	5.0 +/- 1.5	3.6 +/- 1.5
D	Quarter Glass to Quarter (rear)	5.0 +/- 1.5	3.6 +/- 1.5
E	Cab to Standard Box	18.7 +/- 3.0	-1.7 +/- 1.5
F	Cab to Extended Box	18.7 +/- 3.0	0.4 +/- 1.5
G	Quarter Glass to Quarter (bottom)	5.0 +/- 1.5	N/A
H	Door to Quarter	0.0 +/- 2.5	N/A
I	Quarter Glass to Door	5.0 +/- 1.5	3.6 +/- 1.5
J	Door to Hood / Fender	5.0 +/- 1.0	0.0 +/- 0.5
K	Grille to Headlamp	8.3 +/- 3.0	N/A
L	Grille to Fender	6.0 +/- 1.5	N/A
M	Door to Aperture	5.0 +/- 1.0	0.0 +/- 0.5
N	Door to Sill	7.0 +/- 2.0	0.0 +/- 1.5
O	Hood to Fender	6.0 +/- 1.0	1.5 +/- 1.0

NOTE: ALL MEASUREMENTS ARE IN MM.

80b6fdf3

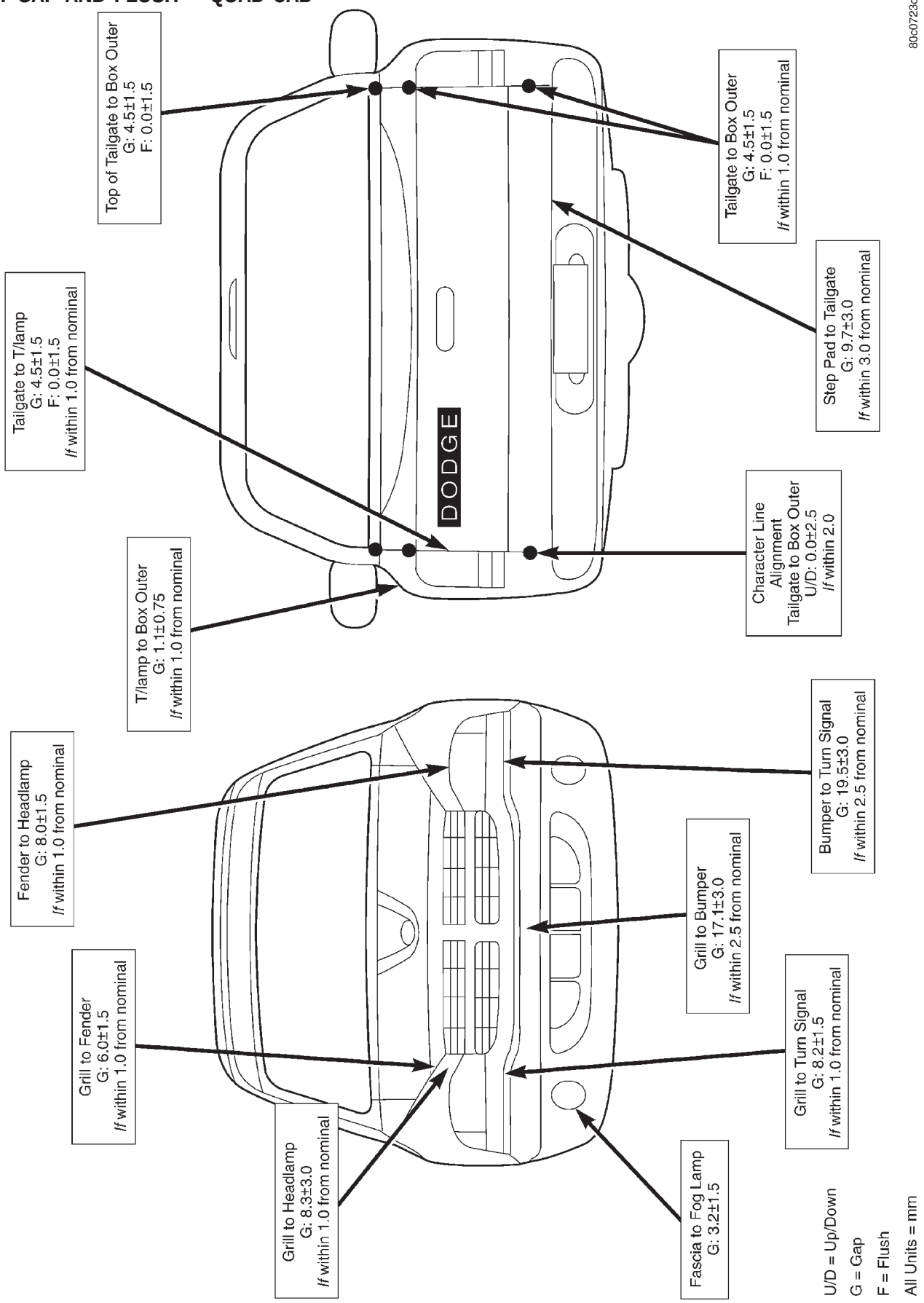
SPECIFICATIONS (Continued)

BODY GAP AND FLUSH— QUAD CAB



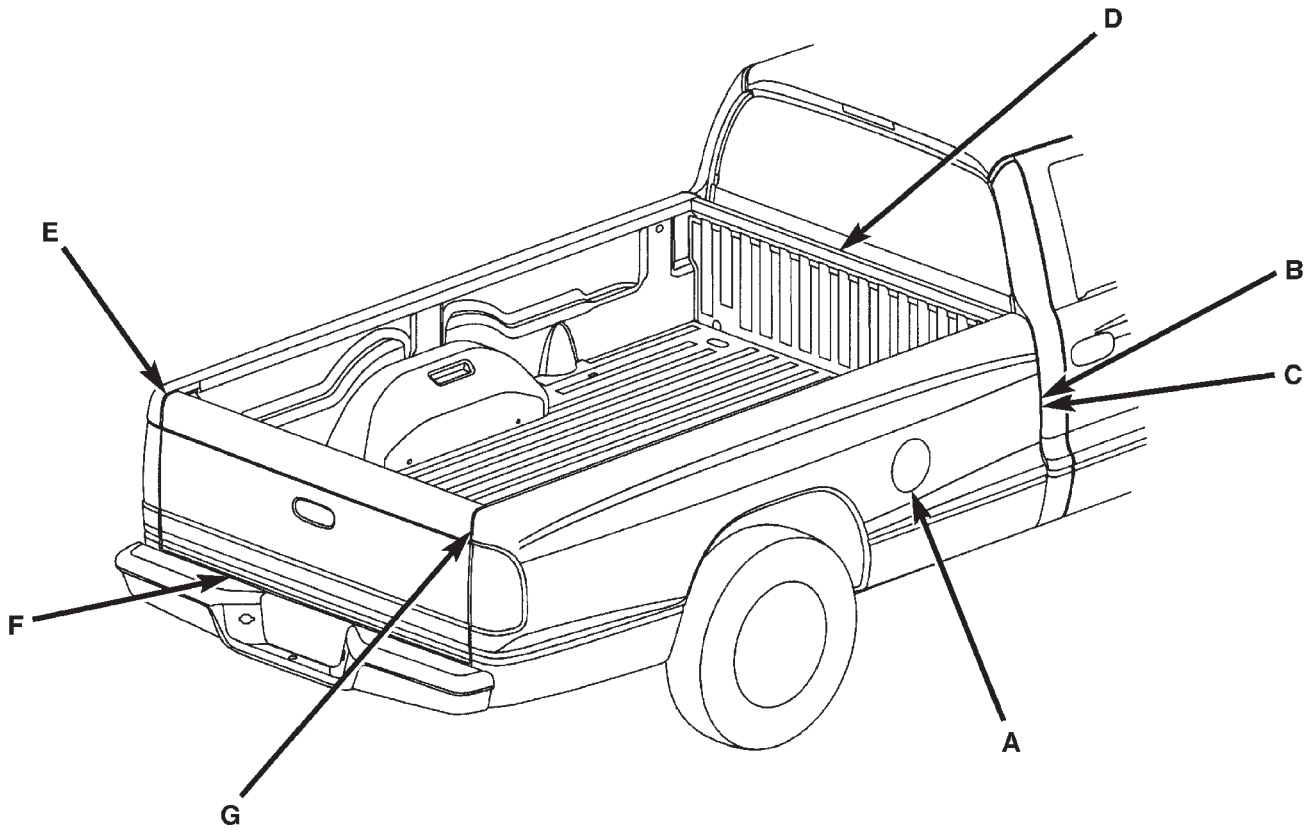
SPECIFICATIONS (Continued)

BODY GAP AND FLUSH— QUAD CAB



SPECIFICATIONS (Continued)

BODY GAP AND FLUSH — CARGO BOX



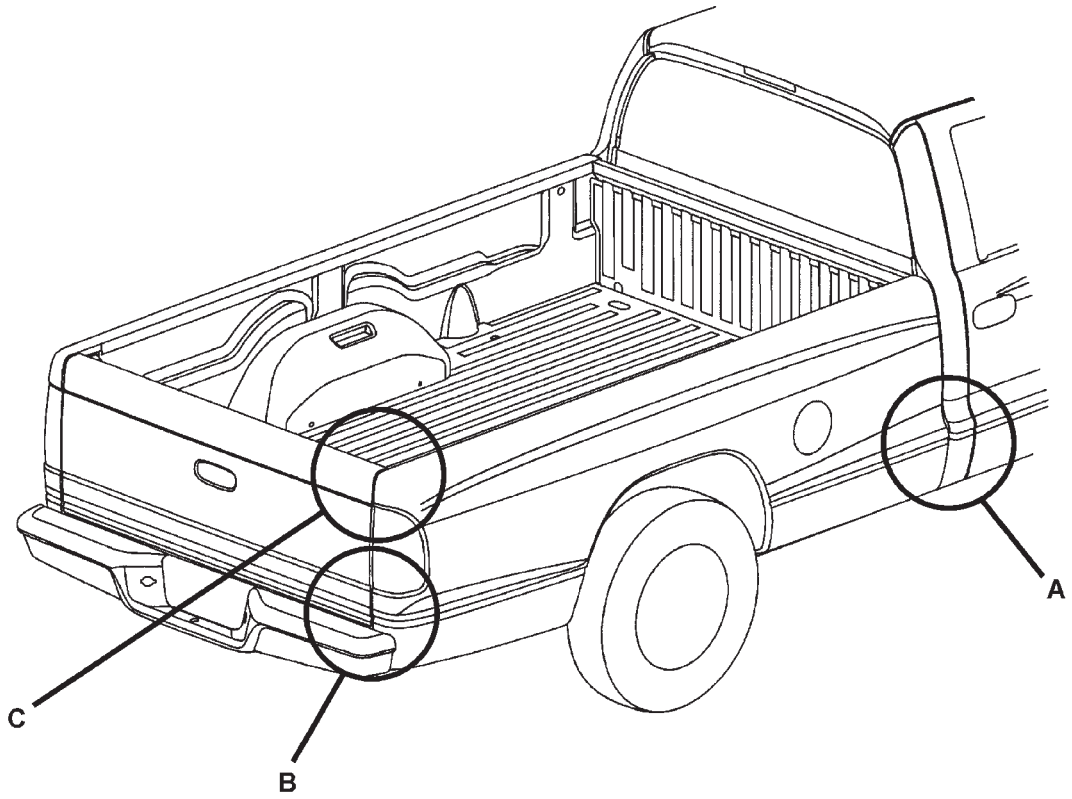
	DESCRIPTION	GAP	FLUSH
A	Fuel Filler Door to Box	3.0 +/- 0.75	0.0 +/- 0.5
B	Cargo to Standard Box	31.0 +/- 3.0	-1.7 +/- 1.5
C	Cargo to Extended Box	31.0 +/- 3.0	0.4 +/- 1.5
D	Cab to Box at Centerline	34.0 +/- 3.0	N/A
E	Box to Tailgate U/D	N/A	0.0 +/- 1.5
F	Tailgate to Bumper	9.7 +/- 3.0	N/A
G	Box to Tailgate	6.0 +/- 1.0	0.0 +/- 0.5

NOTE: ALL MEASUREMENTS ARE IN MM.

80b6fdf4

SPECIFICATIONS (Continued)

BODY GAP AND FLUSH — CARGO BOX



	DESCRIPTION	ALIGNMENT
A	Cab to Box Character Line	0 +/- 2.5
B	Box to Tailgate	0 +/- 2.5
C	Box to Tailgate	0 +/- 2.5

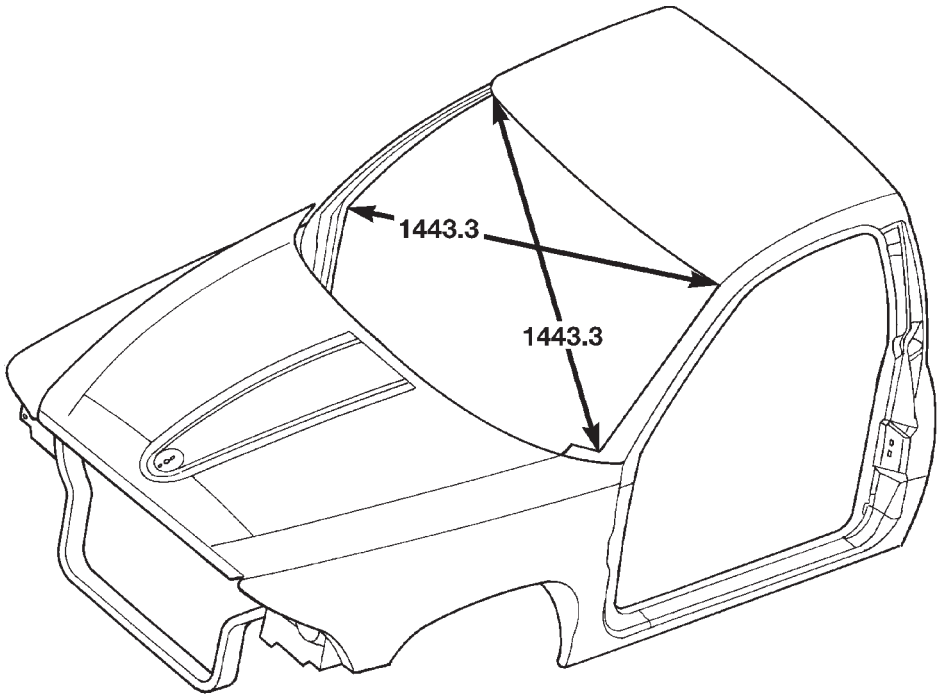
NOTE: ALL MEASUREMENTS ARE IN MM.

80b6fdf5

SPECIFICATIONS (Continued)

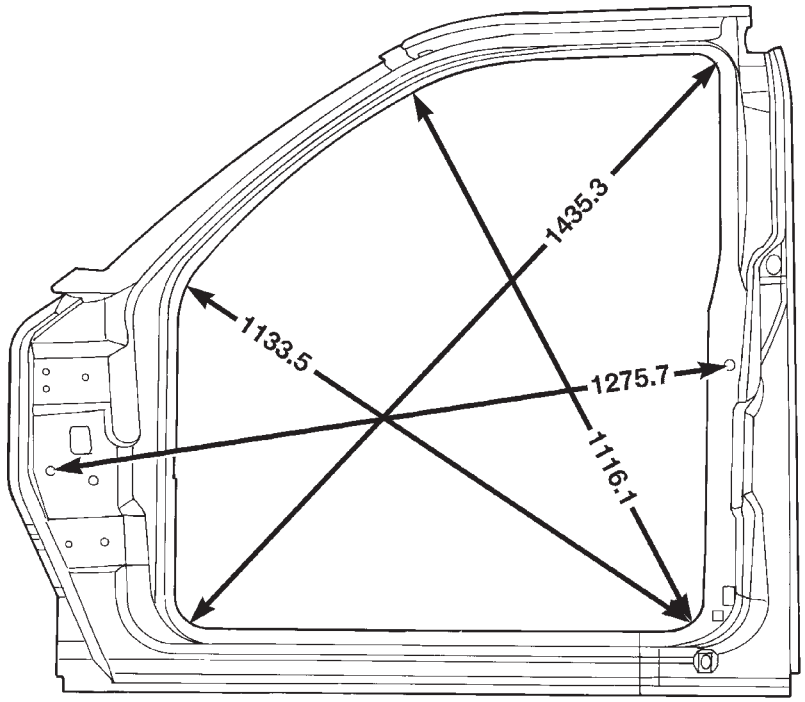
BODY OPENING DIMENSIONS

WINDSHIELD OPENING



80a53b46

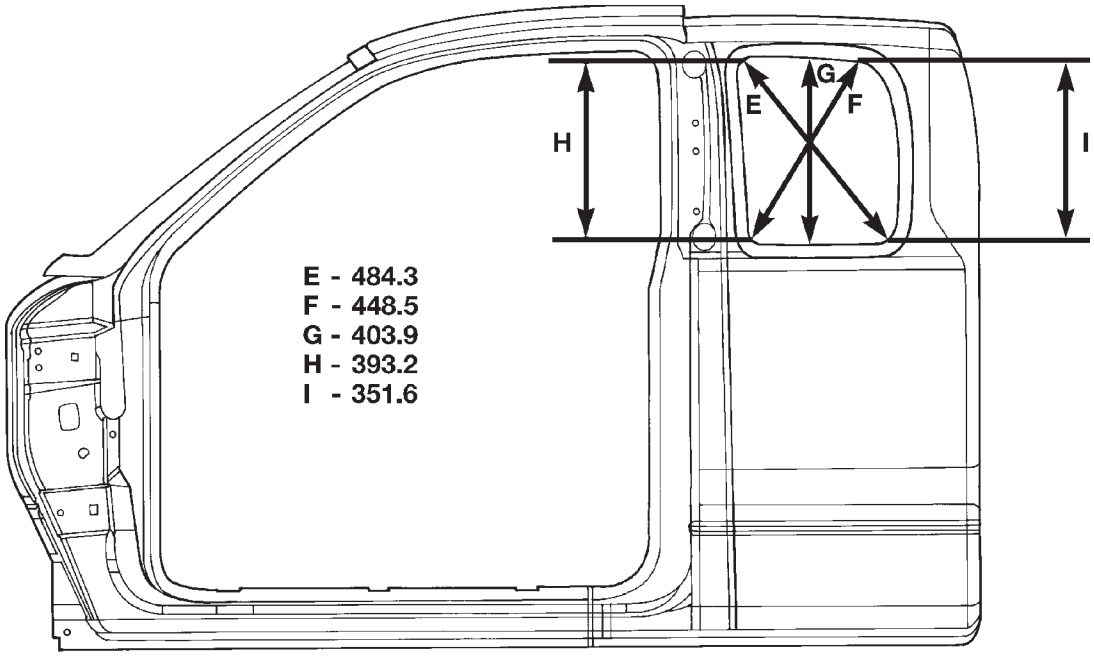
DOOR OPENING



80a53b43

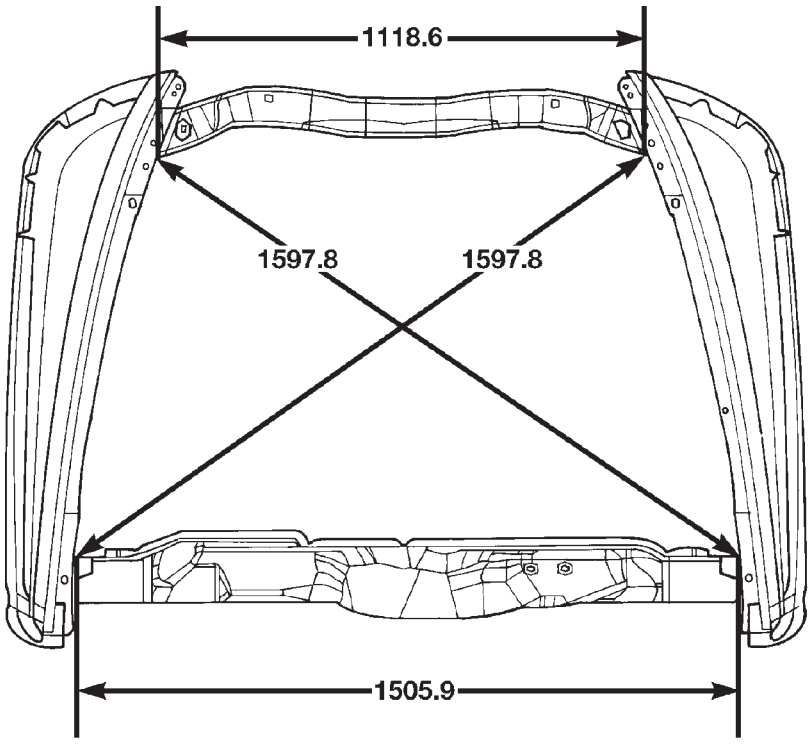
SPECIFICATIONS (Continued)

QUARTER WINDOW OPENING



80a53b49

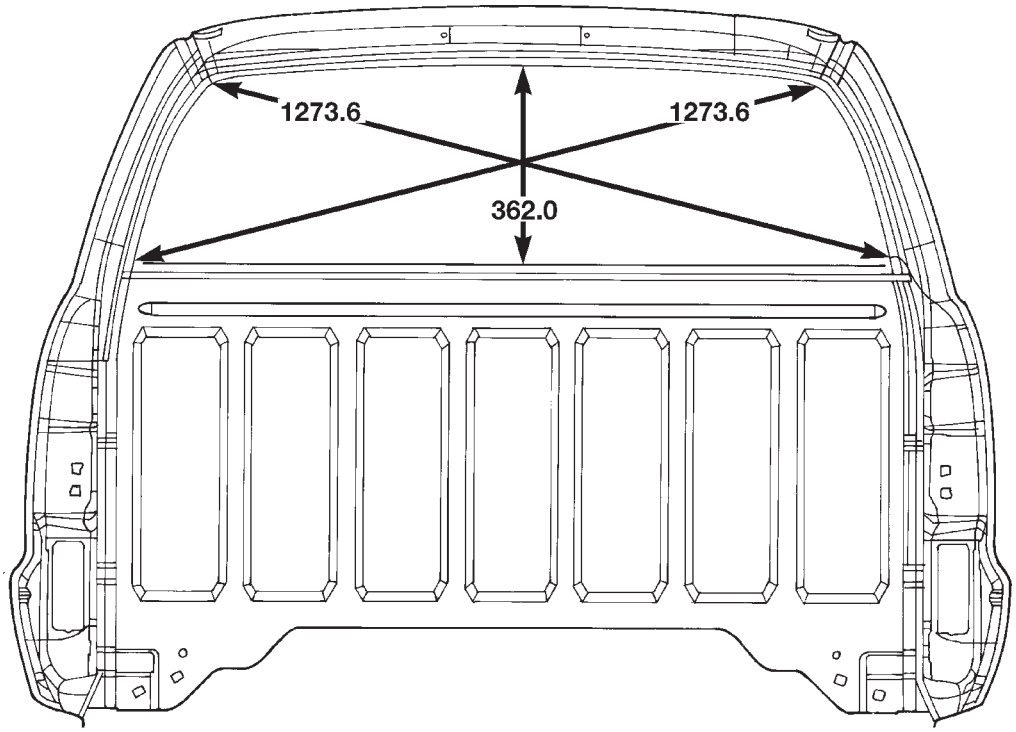
ENGINE COMPARTMENT OPENING



80a53b48

SPECIFICATIONS (Continued)

BACKLITE OPENING



80a53b47

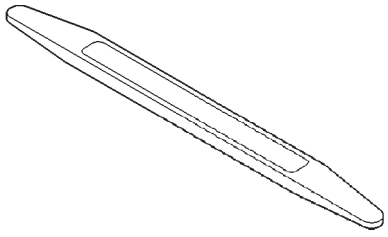
SPECIFICATIONS (Continued)

TORQUE SPECIFICATIONS

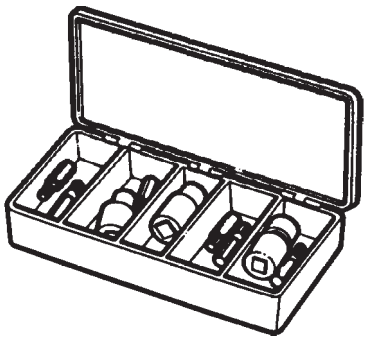
DESCRIPTION	TORQUE
Bench seat track to seat frame bolt	24 N·m (17 ft. lbs.)
Bench seat outer track to seat frame bolt	24 N·m (17 ft. lbs.)
Bench seat to floor pan front bolt	40 N·m (30 ft. lbs.)
Bench seat to floor pan rear bolt	28 N·m (20 ft. lbs.)
Bucket seat track to seat frame bolt	24 N·m (17 ft. lbs.)
Bucket seat track to floor pan front bolt	28 N·m (20 ft. lbs.)
Bucket seat track to floor pan rear inboard bolt	40 N·m (30 ft. lbs.)
Bucket seat track to floor pan rear outboard bolt	28 N·m (20 ft. lbs.)
Cab mounting bolt	81 N·m (60 ft. lbs.)
Cargo box bolt	27 N·m (20 ft. lbs.)
Center seat to bucket seat inboard track bolts	24 N·m (17 ft. lbs.)
Console lid/seat back pivot bolt	24 N·m (17 ft. lbs.)
Console lid/seat back to left hinge bracket torx screws	24 N·m (17 ft. lbs.)
Front bucket seat belt buckle anchor bolt	40 N·m (29 ft. lbs.)
Front door hinge to hinge pillar bolts	28 N·m (21 ft. lbs.)
Front door hinge to door nuts and bolts	28 N·m (21 ft. lbs.)
Front seat belt retractor bolt	44 N·m (32 ft. lbs.)
Front turning loop anchor bolt	44 N·m (32 ft. lbs.)
Front lower belt anchor bolt	44 N·m (32 ft. lbs.)
Front seat rear inboard seat track to floor pan bolts	40 N·m (30 ft. lbs.) torque.
Front seat rear outboard seat track to floor pan bolts	16 N·m (11 ft. lbs.)
Front seat front seat track to floor pan bolts	16 N·m (11 ft. lbs.)
Rear seat belt retractor bolt	44 N·m (32 ft. lbs.)
Rear turning loop anchor bolt	44 N·m (32 ft. lbs.)
Rear lower belt anchor bolt	44 N·m (32 ft. lbs.)
Rearview mirror set screw	1 N·m (9 in. lbs.)
Side view mirror nut	7 N·m (65 in. lbs.)
Rear seat belt/buckle anchor bolt	44 N·m (32 ft. lbs.)

SPECIAL TOOLS

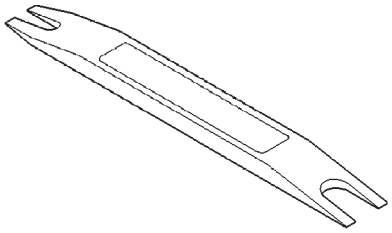
BODY



Trim Stick C-4755



Torx Bit Set C-4794-B



Molding Remover C-4829